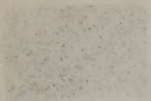




531







The first of these is the fact that the
 government has been unable to secure
 the necessary funds to carry out its
 policy of non-interference. This is
 due to the fact that the government
 has been unable to secure the necessary
 funds to carry out its policy of non-
 interference. This is due to the fact
 that the government has been unable
 to secure the necessary funds to carry
 out its policy of non-interference.

Latitude & Longitude kept by
Timothy C Allen Master of the
Merchant Bk Greyhound of New Bedford
which sailed Feb 2nd 1884
& bound for Albany West Australia
Saturday Feb 2nd 1884, at 11 $\frac{1}{2}$ am the Tug
boat took us in tow & got us out to Maske
in ledge & it came on to blow so hard
that she could not tow us, so she took
us back & we came to anchor off Clarke's
point & laid there over night, so ends.

Sunday Feb 3rd

at 7 am. Tug boat took us in tow again
& carried us out to Son & pups light boat
& left us at 11 am. with winds light from
S. S. W. & S. under short tacks working out
at 2.36 Pm Longitude 133.38 West Lat^{49.13}

Monday Feb 4th 1884. Moon first quarter to day

This day fine breeze from S. E. refreshing wind
S. S. W. Letter part light. Lat 40.08 Long 131.00

B.R. Greyhound T. C. Allen Master.

Tues Feb 5th 1884. This day commences with a Gale from the Southward accompanied with heavy squalls of Wind & Rain Ship by the waves heading E S E. saw one Sail Lat 39.52 Long 68.02

Wed Feb 6th 1884.

This day blowing heavy from the S S W. & thick Fog Steering E S E under Close reef topsails & foresail part of the time the remainder of time carrying Mainsail & Lower Staysail Lat 39.23 Long 65.56

7 01 42	24 23	10 6 15	15 23 17	this day moderates some
6 08	12	0 15 21	2 39	
7 01 34	24 35	00 20 4	15 20 18	carrying all sail steering
2 53 41	38 23	9 3 56 9	1 44	S E by E wind about
4 07 53	10 3 19	19 06 4 59	15 18 34	S West by West
61.58	168 21	8.532 29	90 00 00	
	34 10	2 39 20	103 18 34	

Thursday

Feb 7 th	59 38	2 53 41		
4 33 7 01 42	4 25	10 0 24	15 04 28	This day commences
5 2	12	0 14 36	3 01	with light breeze
8 56 17	4 27	8.96 8 86	15 01 27	& fine weather
3 02 14	37 25	10.53 8 01	3 32	
3 54 03	104 38	9.56 9 00	14 57 55	carrying Royals
58 38	147 02	4 45 50	20 00 00	fore & main saw one
	79 31	14 24	104 57 55	Merchant Ship steering E N E.
	4 37	5 02 14		
	68 54			

Friday

Feb 8th

Barrat for Albany West Australia.

6 ² 45 ⁰⁰	25 ⁰⁰	01 54	14 45	24
5 ⁰⁰	12 ⁰⁰	01 42	2 48	
6 43 ⁰⁰	25 ¹²	01 54	14 42	35
3 00 ²⁹	37 ⁰²	19 09	14 40	32
3 42 ³¹	104 ⁴¹	9.54	104 40	32
55 ³⁸	166 ⁵⁵	2 46	104 40	32
West	83 ²⁵	14 ²⁶		
	25 ¹²	3 00		

Feb 9th 1884

This day fine breeze from the N.W. West steering S.E. by E. carrying Royals.

6 ² 45 ⁰⁰	24 ²⁴	08 89	14 26	05
5 ¹⁰	12 ⁰⁰	01 34	2 35	
6 42 ⁴⁰	24 ³⁴	08 92	14 23	30
3 14 ⁰¹	35 ²⁶	19 16	14 21	25
3 28 ³⁹	104 ²¹	9.58	104 21	25
52 ¹⁰	164 ²¹	2 59	104 21	25
West	82 ¹⁰	14 ²⁵		
	24 ²⁴	3 14		
	57 ³⁶	3 14		

Feb 10th 1884 This day fine breeze t. fine weather steering S.E. carrying Royals. Wind West by S. so ends. Moon full to day.

6 ² 45 ⁰⁰	2 13	02 07	14 06	32
5 ¹³	12 ⁰⁰	01 31	2 38	
6 09 ⁴²	8 ²⁵	04 62	14 03	54
4 52 ⁵⁰	23 ⁵²	07 62	3 41	
3 16 ⁵²	104 ⁰⁰	19.51	14 00	13
49 ¹³	146 ¹⁷	9.55	90 00	00
West	73 ⁰⁸	4 88	104 00	13
	7 ²⁵	14 ²⁸		
	64 ⁴³	4 52		

Monday Feb 11th 1884 This day commences with a fine breeze from the N. at ea. winds hauls to S. & by S. and squally t. rainy at 1 Pm took in the Royals.

5 ² 45 ⁰⁰	33 ¹⁴	07 38	13 46	45
5 ¹⁴	12 ⁰⁰	01 25	2 23	
6 38 ⁵⁶	39 ²⁶	08 55	13 44	22
2 31 ¹¹	32 ²⁸	08 52	1 36	
3 07 ⁴⁵	108 ⁴³	18.93	13 42	46
46 ⁵⁶	169 ³⁷	9.46	90 00	00
West	84 ⁴⁸	2 16	103 42	46
	33 ²⁶	14 ²⁵		
	51 ²²	31 ¹¹		

heavy swell from the North. Tuesday February 12th 1884 This day fresh breeze from the E. & E. at 2 Am wind hauls to E by S. t. moderate same, Ship heading by the wind heading N. & by E. by E. carrying every thing but Royals. Saw A Merchant Ship steering to the N. West.

at 3 Pm took out Ship heading N. & by E. by E. carrying every thing but Royals. Saw A Merchant Ship steering to the N. West.

Remarks on Board B.K. Greyhound T. & Allen

heavy swell from the North.

6 36 59 29 55 03 15 58
 5 15 129 250 88
 6 31 44 24 07 9.9 1660
 3 34 14 32 00 19.25 109
 2 57 30 103 22 9.62 554
 44 22 1/2 169 28 3 19 48
 West 28 44 14 26
 24 02 3 34 14
 65 37

13 26 24 Wed Feb 13th 1884
 2 25
 13 24 19 This day commences with the
 2 25
 13 21 54 Wind hailing from E & S
 90 00 00 to the Southward. At 3 Pm wind
 103 21 54 by S. steering S & by E. carrying Royals.

5 20 12 37 48 06 29 1
 5 16 12 01 186
 4 55 56 34 00 2.8 3630
 2 08 37 31 05 9.8 7169
 2 46 59 103 02 19.58 650
 41 45 122 08 9.39 325
 West 86 04 1 54 39
 38 00 14 24
 48 04 2 08 57

13 06 30 Thursday Feb 14th 1884
 2 10
 13 04 20 This day fine Breeze from the
 1 38
 13 02 42 N.E. steering S & by E. carrying
 90 00 00 all Sail so ends with 2 beam
 103 02 42 S. swell coming in from the Northward

6 20 15 27 39 05 03 30
 5 18 12 01 079
 5 39 37 27 51 2.2 3895
 3 23 46 29 30 9.8 9752
 2 36 11 102 41 19.20 750
 39. 03 160 02 9.60 375
 West 34 01 3 09 21
 27 31 14 22
 52 10 3 23 46

12 45 03 Friday Feb 15th 1884
 2 17
 12 43 51 This day light breeze from
 2 28
 12 41 22 the N.E. & Northward steering
 90 00 00 S.E. until 3 Pm & then S
 102 41 22 & by S. still a heavy swell from N
 Carrying every thing

7 12 16 14 07 05 25 6
 5 19 129 486 07
 7 07 36 14 19 2.9 2771
 4 39 33 27 42 19.47 678
 2 27 43 102 20 9.73 839
 36 56 184 21 4 25 34
 West 72 10 14 19
 14 19 4 39 53
 57 51

12 25 24 Saturday Feb 16th
 1 62
 12 23 27 This day fine breeze
 3 37 from the N.E.
 19 19 50 Steering S & by S.
 90 00 00 carrying Royals. Repaired fish
 102 19 50 Still a heavy swell on from the Northward.

Master Round for West Australia.

^{4 1/2}
 6 53 11 17 12 04 33 12 04 33 Sunday February 15th 1884.
 5 20 12 00 33 12 02 33 This day fine breeze from
 6 47 51 17 20 08 47 45 2 12 02 33
 4 28 49 26 50 09 21 42 5 2 22
 2 19 02 101 59 19 44 40 7 11 59 13 N.E. steering S.E. by S.
 34 45 1/2 145 18 9 72 20 3 101 59 13 carrying every thing had
 West 72 39 4 14 34 some light squalls of wind & Rain.
 15 29 14 13
 55 10 4 28 49 at 11^h 40^{min} Am Nicolao Barboza fell down in a
 fit & died in twenty minutes he was as well
 as common until taken with a fit. this brings
 our company small only seven left all told.

^{2 1/2}
 4 56 40 39 20 04 09 2 11 43 30 Monday Feb 18th 1884
 5 22 12 00 9 03 11 41 32 This day light breeze &
 4 51 18 39 33 9 08 6 06 11 41 32
 2 38 34 21 29 9 08 36 21 11 39 34
 2 12 44 101 40 18 9 82 26 10 20 30 squally steering S.E. by S.
 33 11 165 41 9 49 11 3 101 39 34
 82 50 2 24 34 carrying Royals at 9 hours 15 min
 West 39 32 14 10 Am we Buried the Man that
 48 18 2 38 34 died yesterday. so ends this days tail last quarter
 of Moon

^{3 1/2}
 6 13 23 25 09 08 2 28 Tuesday Feb 19th 1884
 5 23 12 00 8 48 11 22 16
 6 07 40 25 21 9 43 4 57 1 43
 4 00 37 21 48 9 87 6 90 11 20 33 This day strong breeze
 2 07 03 101 17 9 35 2 23 10 3 00 from the E. & N.E.
 31 46 148 27 9 67 6 11 101 17 28
 74 13 3 46 33
 West 25 21 14 04 accompanied with squalls
 48 52 4 00 37 of wind & Rain steering
 Long days S by E. so ends this day
 work for the wind.

Remarks on Board Bk. Greyhound F. &

[illegible]

Steering to the N. W. beat the old fib.
 6^{3.49} 13 26 25 36 0 20 26 10 39 17 Thursday Feb 21st.
 5 26 12 00 24 30 1 44
 6 08 00 26 48 9.49 30 10 37 33 This day light &
 4 07 56 17 22 9.45 74 2 10 37 33 fine breezes, heading
 2 00 04 100 34 19.37 819 90 3 29
 30 West. 01 153 44 9.68 909 100 34 04 S by West to S by E.
 71 52 3 54 04 from
 26 48 4 07 36 set up the Bowsprit Gullies
 & Tared old fore topmast Backstays, saw one Merchant's
 Close hauled on Port tack so small.

$$\begin{array}{r}
 4.8 \\
 628 \overline{) 2122} \\
 \underline{52} \\
 623 \overline{) 54} \\
 \underline{426} \\
 157 \overline{) 30} \\
 \underline{29} \\
 22 \frac{1}{2}
 \end{array}$$

22 07 01658
 12 00692
 22 19 5.55202
 15 44 8.6271
 100 12 19.43823
 138 15 2.21911

10 13 22
 10 15 45
 90 3 31
 100 12 16

Friday Feb 22nd 1881
 This day light breeze
 from the E. by S. wind
 Ship by the wind heading
 S by E & S. E. put a new
 Damper in the stove pipe
 Tared down the main top gallant back stays
 to the head gear all of it. so ends.

Allen Master. Bound for Australia

Sat Feb 23rd 1884. This day commences with light airs from the Eastward middle. Latter part a little fresher breeze. Ship by the wind heading from S by West to S by E $\frac{1}{2}$ East good full, carrying Royals Lat 13 $^{\circ}$ 55' N. Long by Dr 28.41 West. solar obs

5 12 20	39 30	00 42 8	9 33 34	Sunday Feb 24 th 1884
5 12 29	39 32	00 42 8	1 43	
5 07 51	39 32 8	40 1 52	9 31 47	This day fine breeze from
3 17 39	11 48	9.76 7 82	80 2 41	the E. S. & Co. steering S by E
1 50 12	99 2 8	18.18 4 60	99 29 06	carrying Royals. to weather
27 33	150 49	8.59 2 30		West
3 52	39 32	3 13 38		be comfortable.
3 52	35 52	3 17 38		

6 02 46	21 52	00 6 48	9 11 39	Monday Feb 25 th
5 31	12	00 5 50	9 09 33	This day fine breeze
5 57 15	28 04	9. 56 3 55	9 03 31	from the E. S. & Co.
4 10 16	9 53	9. 81 2 10	99 05 56	most of the time about E. S. & Co.
1 46 58	99 06	19. 38 7 84		steering S by E. saw Porpoises.
26 45	137 03	9. 6 9 3 92		at 4 Pm steering South. Sailed S. at 10 16
West	68 31	3 56 37		
	28 04	3 56 37		
	40 27	4 10 16		

This day watch & Chronometer just alike

5 3 20	40 31	00 4 20	6 48 02	Tuesday Feb 26 th 1884.
5 3 22	12	00 4 20	8 47 37	This day commences with a
5 03 51	40 43	9. 4 4 8 8	8 47 37	fine breeze from the N. S. & Co. steering E.
3 19 11	8 03	19. 19 2 77	98 44 48	middle part much the same. Latter
1 44 40	98 46	9. 5 6 3 8		part light airs. & awful warm or hot.
26 10	147 31	3 06 02		
West	28 45	3 18 11		
	40 48	3 18 11		
	33 02			

Remarks on board Bk Greyhound T Co

4th 11
 6 12 52 24 09 00 23 9 8 26 34 Wednesday Feb 25th 1852
 5 33 12 00 46 3 1 31 This day commences
 6 12 24 24 91 9.63 898 8 25 03 with a fine breeze from
 4 30 21 96.20 2.80 636 10 3 38 the N E. & N E. & ends the same.
 1 42 01 98.21 19.45 256 98 21 25
 25.30 128 42 9.72 628
 West. 64 11 4 12 22
 24 21 12 39
 39 50 4 30 21 Steering S. until 4 P.M. & then S by West.
 This day cut off my Whiskers so ends.

4th 4
 6 02 22 23 03 00 02 7 8 03 58 Thursday Feb 28th 1853
 5 35 12 00 42 7 1 31 This day commences
 6 02 45 23 19 9.63 636 8 02 27 with a fresh breeze from
 4 20 00 23 23 9.77 980 10 3 38
 1 42 43 97 59 18.42 114 97 58 49
 25 41 128 43 9.71 057 the N E. & N N E. middle part strong breeze
 West 64 31 4 02 12 latter part more moderate steering
 23 79 12 48 S by West & West. carrying Royals employed in taring down.

4th 6
 6 10 30 23 16 00 01 8 7 41 16 Friday Feb 29th 1854
 5 30 12 00 38 8 1 32 This day commences
 6 04 56 23 28 9.65 190 7 39 44
 4 20 33 1 42 9.77 6835 10 3 40
 1 44 19 97.36 19.42 367 97 36 04 with fine breeze from
 26.04 126 46 9.71 183 the N E. wind hauling gradually
 West 63 23 4 08 00 ally to the S E. at 2 P.M. steady at
 23 23 4 20 31 S E. steering by the wind heading S S W. latter
 35 53 part light breeze. saw 2 S. sword fish.
 employed in taring down fore rigging.
 so ends with light breeze from South.

Allen Master Bound to Australia

1884.
 2.29
 4 32 52 51 36 00003 > 18 21 Saturday March 1st
 5 3 31 12 00 3 49 > 16 53 This day commences
 4 27 15 51 48 9.41 368 > 50 2 59
 2 42 19 37 9.59 241 97 14 46 tends with squally weather
 1 44 56 17 15 15.01 367 & plenty of rain caught both
 26.14 149 40 9.50 683 full saw Merchant steering
 West 51 38 2 28 54 to the Northward squales of wind & rain from S.
 23 02 2 42 19 S.E. E. N.E. & Northward steering S by West when can.

Sunday March 2nd 1884. This day or 24 hours calm. light air & fresh breezes from the Westward steering S by W. when can. Crossed the line in Long-lay Dr. 26.30 W. 28 days from home or New Bedford. Lat 20 miles S. Saw Grampuses. so ends with fine breeze from N.N.W.

4.41
 6 10 38 27 15 00008 6 32 31 Monday March 3rd
 5 40 12 00 2 17 > 1 33 This day commences
 6 06 58 27 27 9.7 45 17 6 30 58
 4 21 58 1 05 9.6 3 9 2 3 44
 1 45 00 83 32 19.42 986 6 27 14 with fine breeze from
 26 15 112 04 9.7 1.4 99 90 00 00 N.N.W. steering S.W.
 West 36 02 4 48 58.83 32 46 Middle part light air & calm.
 27 27 4 12 00 SE trades latter part light breezes
 28 35 4 21 58 from S.E. carrying Royals
 set up fore & main top gallant backstay
 & Royal backstays fore & main

Remarks on board Bk Greyhound F.C.

4.6

6 12 28	27 53	00022	6 08 25
5 41	12	00244	1 34
6 06 42	28 03	9.7 3206	6 02 51
4 19 33	1 50	9.6 8328	3 43
1 47 14	83 56	1942302	6 04 06
26 48	113 51	9.7 1151	10 00 00
	56 55	4 03 41	83 55 54
West	28 05	4 19 33	
	28 50		

Tuesday March 4th

This day commences
 & ends with light airs
 + Barms. from all
 points of the Compass set up
 the jib & fly jib Guyes & Tared slow main rig on
 on Port side so ends this day of hot weather.

Moon first Quarter to day.

6 14 21	28 20	00060	5 46 14
5 42	12	00214	1 34
6 08 39	28 52	9.7 2522	5 44 40
4 17 58	3 00	9.6 9077	3 46
1 50 47	84 19	18.4 1873	5 40 54
27 40	115 51	9.7 0936	10 00 00
	57 55	4 06 26	84 19 06
West	28 52	11 32	
	29 23	4 17 58	

Wednesday March 5th

This day commences
 & ends with light
 airs from the S.E.
 steering S.W. by South when
 we can see a merchant Brigg steering to the South West
 and saw a Steamer steering to the N.E. East.

6 26 41	25 52	00074	5 22 58
5 44	12	00185	1 54
6 20 57	26 04	9.7 3552	5 21 04
4 27 44	3 20	9.7 1163	3 48
1 53 13	84 43	19.4 4974	5 17 16
28 18	114 07	9.7 2487	10 00 00
	57 09	4 16 26	84 42 44
West	26 04	11 18	
	29 59	4 27 44	

Thursday March 6th

This day light airs
 + Barms. with a
 heavy swell come
 ing in from North West
 steering S.W. when can see the Brigg ahead
 still temp. boy or in taring down Rigon

Allen Master Bound to Australia

^{9 15}
^{5 29 35} 40 34 00 1 34 4
^{5 45} 12 00 1 60
^{5 23 50} 41 06 00 1 61 46
^{3 23 22} 4 40 19 23 681
^{1 56 28} 85 05 9 618 40
^{29 07} 130 51 3 16 10
^{West} 65 25 3 16 10
^{41 06} 3 27 22
^{24 19} 3 27 22
 the wind on Port tack heading
 by up to S W by S, S. S. W. middle +. Latter part
 much the same. The sail was as was yesterday
 is a Brigg, coming up on her about 3 miles off
 at 6 P.M. went on board of the Danish Brigg
 Mercury from Cardiff bound to Rio Grand.
 I sent a letter to my dear little wife.
 his Longitude 29.16 West. & was 29.07 West.

^{4 25} 82 27 72 00 2 29 4 36 15
^{5 46} 12 00 1 35 4 34
^{5 21 46} 27 24 00 6 9 4 34 21
^{4 22 18} 5 2 39 2 40 3 49
^{1 59 28} 83 2 18 43 46 2 4 30 32
^{29 52} 118 46 2 71 737 90 00 00
^{59 33} 4 11 30 85 29 28
^{27 24} 4 10 42
^{22 24} 4 22 18
^{West} 31 59
 Ship heading by the wind S W by S. saw the Brigg come.

^{9 32}
^{5 48 12} 33 27 00 39 3 4 12 32
^{5 48} 12 00 1 12 4 55
^{5 43 29} 37 29 00 61 53 8 4 10 52
^{3 40 42} 5 42 00 61 11 3 4 10 31
^{2 02 47} 83 23 19 29 196 4 07 21
^{30 42} 131 14 9 6 45 98 85 52 39
^{65 33} 3 30 09
^{33 39} 3 10 33
^{West} 27 38 3 40 42
 every the fly jib in a squall and
 a new one saw 3 Sails. 2 going to the Northward so ends

in Master. Bound to Australia.

^{4.10}
 6 39 30 24 40 0 2 3 19 2 14 52 Friday March 14th 1884
 5 54 12 31 56
 6 39 36 24 52 P. 6 1 5 3 2 2 12 56 This day fine breezes
 4 27 00 18 32 P. 8 1 4 7 5 3 3 53 & squally. Ship by the
 2 06 36 8 51 18.45 3 9 1 2 09 03 wind heading from S by
 31. 39 131 15 P. 7 26 9 5 20 00 00
 65 37 4 15 41 27 50 57
 West 24 52 9 11 West to S.E. so ends repairing
 40 40 4 27 00
 don't see how she went East. Chipping gear.

⁴
 6 34 35 25 29 0 2 7 26 1 51 11 Saturd. March 15th 1884
 5 55 12 P. 5 9 0 9 2 1 57
 6 29 00 23 35 P. 8 2 0 9 2 1 49 14 This day light breezes
 4 22 06 20 16 18.43 9 9 2 1 45 20 & fine weather. Ship by
 2 06 54 88 1 51 18 9 6 20 00 00 the wind heading from
 31. 43 194 06 P. 5 18 9 6 88 14 40
 65 09 4 13 12
 West 23 35 4 22 06 S.W. to S.E. saw a merchantman.
 41 28

^{4.10}
 6 29 53 26 26 0 3 1 8 2 1 27 30 Sund March 16th 1884
 5 57 12 00 1 2 1 25 33 This day light breezes &
 6 24 00 26 38 P. 5 6 4 7 2 1 25 33
 4 15 41 21 40 P. 8 2 4 1 0 3 64
 2 08 19 33 38 18.42 0 7 6 1 21 38
 32. 05 196 57 9. 7 1 0 3 8 88 38 21
 68 24 4 0 0 5
 West. 26 38 4 0 0 5 Cat over board last night
 41 50 4 15 41 Set (Capt) Watch by Chronometer.

^{4.10}
 6 35 16 24 45 0 3 5 4 4 1 09 48 Monday March 17th 1884
 5 55 12 00 06 1 01 51 This day commences with
 6 29 18 24 55 P. 5 3 2 3 2 1 01 51
 4 22 22 22 50 P. 8 9 4 7 3 3 35
 2 06 56 88 02 18.44 2 55 57 57
 31. 44 136 19 P. 5 2 1 9 7 20 00 00
 68 24 4 14 04
 West 24 57 4 14 04
 43 05 8 18
 4 22 23
 part squally & raining with heavy head swell.

Remarks on board Bk Greyhound T. Call

4 3	0 43 14	0 40 06	Tues March 18th
6 23 46	26 18 00 00 00	0 38 09	This day fresh breeze
6 19 46	26 30 00 00 00	0 34 14	from the S by E
4 12 10	25 07 18 40 8 20	0 30 00	& E S E Ship by the
2 07 36	141 03 9 20 4 10	89 25 46	wind heading S & West of S.
31 54	26 30 4 12 10	0 16 29	Wednesday March 19th 1884
West	20 01	0 14 26	This day first & middle
4 11	0 51 14	0 10 31	part fresh breeze latter
6 22 02	29 51 00 00 00	0 00 00	part light from the E S E
6 1	12 9 52 06 3	89 49 29	part light from the E S E
6 26 01	24 08 9 8 6 1 16	0 07 18	Thursday March 20th 1884
4 18 52	22 26 18 43 35 3	0 04 16	This day commences
2 07 09	22 26 18 43 35 3	4 15	with light breeze middle
31 47	141 12 4 11 00	0 13 31	Latter part fine breeze
West	20 33 4 18 52	99 13 31	& Latter part fine breeze
46 35	4 18 52	0 36 50	Friday March 21st 1884
Broke out Water & Coal so ends with clear fine weather		0 32 57	This day fine breeze from
6 4 12 58	22 38 0 60 7 3	5 2 12	the S E to E S E Ship by the
6 02	12 9 50 52 3	90 35 14	wind heading from S S W to S by E
6 28 56	22 51 9 50 52 3	2 20 18	Sat March 22nd 1884
4 20 45	29 36 9 8 7 43 4	0 30 50	This day fine breeze from
2 08 11	90 14 18 44 03 0	5 2 12	the S E to E S E Ship by the
32 03	142 41 9 22 0 15	90 35 14	wind heading from S S W to S by E
West	22 31 4 20 45	2 25 25	Sat March 22nd 1884
48 29	4 20 45	2 25 25	at mark on Ship's Rigging so ends
to S E set up the Bowprit jammers saw 3 Merchantmen steers			
4 41 52	43 20 0 21 5 8	0 36 50	Sund March 23rd 1884
6 03	12 9 08 28 0	1 58	This day fine breeze from
4 35 54	43 32 9 8 03 66	0 32 57	the S E to E S E Ship by the
2 27 25	39 00 18 9 58 06	5 2 12	wind heading from S S W to S by E
2 08 29	90 35 9 47 9 03	2 20 18	Sat March 23rd 1884
32 07	166 07 2 20 18	2 25 25	at mark on Ship's Rigging so ends
West	83 13 2 25 25	2 25 25	at mark on Ship's Rigging so ends
43 33	2 25 25	2 25 25	at mark on Ship's Rigging so ends
80 31	2 25 25	2 25 25	at mark on Ship's Rigging so ends

Master bound to Albany Australia

^{3.30}
 5 51 35 28 36 08 041 00 54 39 Sat March 22nd 1884.
 6 5 12 9.3 5860 1 58
 5 45 30 28 48 9.8 7107 00 56 37 This day strong breeze
 3 41 44 33 48 9.8 7107 90 3 15 from E.N.E. with a
 2 03 46 91 00 18.3 1015 90 59 52 tremendous swell.
 30..56 153 36 9.6 5505 90 59 52
 West 76 48 3 34 56 Ship by wind heading S by S.
 28 48 6 48
 48 00 3 41 44 all of the light sails furled.

^{3.20}
 5 20 00 32 00 08 628 1 18 11 Sunday March 23rd 1884
 6 6 12 00 00 13 1 58
 5 14 00 32 12 9.2 7073 1 20 15 This day commences a
 3 19 12 34 56 9.8 6448 1 22 56
 1 54 48 91 23 18.2 2162 90 23 11 ends with strong breeze
 28..42 158 31 9.6 1081 91 23 11 from the N.E. Ship
 West 28 15 3 12 42
 32 12 6 30 Close hauled, on Port tack hea-
 ding by up to E.S.E. under easy sail on account of an
 awful head beat sea we have been by the wind, on
 the Port tack, ever since we got South of Lat 32.24.
 jump to jump, all of the time, so ends.
 Monday March 24th 1884.

This day commences with a fresh breeze
 from the N.E. steering E.N.E. by the wind.
 Middle part much the same. Latter part
 moderates set the port. Main topgallentails
 fly jib. at 3 Pm. more moderate wind hauls to
 the Southward one point. Ship by the wind heading
 S.E. by E. thick cloudy weather. Land Damp, + wet.

no observations to day

Remarks on board Bark Greyhound

2.00 Am. 09389
 9 59 02 29 42 00028 Tuesday March 25th
 6 8 12 P. 37960 1 38
 9 52 54 23 54 5.89 721 2 07 05 This day commences
 2 13 42 36 20 19.37168 2 03 55
 1 39 07 92 09 9.68584 2 08 40 + ends with light
 2 41 47 152 17 9.68584 breezes from the E.N.E. & S.E.
 West 76 08 8 07 53 first & middle part Ship heading
 3 13 49 52 14 5 18 47 by the wind S.E. better
 5 41 19 22 22 09435 2 05 21
 4 04 29 36 25 P. 39615 2 07 08 part S.E. carry in
 1 36 50 92 11 19.39326 2 10 40 Royals saw a full
 2 41 12 1/2 151 10 9.69663 Big Ship steering by the wind
 West 22 34 3 58 35 E.S.E. she bares four points
 off air Port quarter, or weather quarter, so ends with fin
 8.13 am 09482
 9 58 12 24 36 00050 2 28 58 Wed March 26th 1854. Weather
 6 10 12 P. 35644 1 18
 9 59 02 24 48 2.89693 2 30 16 This day commences with
 8 20 11 36 30 19.34869 2 33 35 light breezes from N.E. at
 1 31 51 92 22 9.67434 2 26 41
 22.58 153 45 2 14 36 2 Am wind hauls to N. at 9 am
 West 76 52 8 20 11 to West & breezes gradually. At 2 Pm
 took in the Royals & at 5 Pm. under two double reef topsails
 & Courses, with the wind South blowing strong in squalls
 with rain steering E by S. at 4 Pm. haul by D. R.
 brought forward from 8 Am. is 22.10 West
 saw a merchant ship off our beam. Lat 36.30 S.
 New Moon to day

3² 5² 15-30 10 02 93 1-2 52 26 Thursday March 23rd 1884

2.31	08931	heavy in squalls at 6 am set close
4 13 22	35 48 00053	
6 11	129 13 151	
4 07 11	36 012 85839	reef fore topsail at 11 1/2 am set main
2 47 35	35 30 1807998	
1 19 36	92 56 253999	tremendous sea on, saw a merch
19.54	164 27 2 42 18	and ship to windward steering East
	89 13 5 14	

3.90	25	34	05	49	3	30	11	Sat March 29 th 1884	this day light
44856	26	35	06	50	3	40	08		breezes & fine weather. wind N.W.
614	27	36	07	51	3	40	08		
44341	28	37	08	52	3	40	08		
34030	29	38	09	53	3	40	08		
10311	30	39	10	54	3	40	08		
15.48	31	40	11	55	3	40	08		
West.	32	41	12	56	3	40	08		
	33	42	13	57	3	40	08		
	34	43	14	58	3	40	08		
	35	44	15	59	3	40	08		
	36	45	16	00	3	40	08		
	37	46	17	01	3	40	08		
	38	47	18	02	3	40	08		
	39	48	19	03	3	40	08		
	40	49	20	04	3	40	08		
	41	50	21	05	3	40	08		
	42	51	22	06	3	40	08		
	43	52	23	07	3	40	08		
	44	53	24	08	3	40	08		
	45	54	25	09	3	40	08		
	46	55	26	10	3	40	08		
	47	56	27	11	3	40	08		
	48	57	28	12	3	40	08		
	49	58	29	01	3	40	08		
	50	59	30	02	3	40	08		
	51	00	31	03	3	40	08		
	52	01	32	04	3	40	08		
	53	02	33	05	3	40	08		
	54	03	34	06	3	40	08		
	55	04	35	07	3	40	08		
	56	05	36	08	3	40	08		
	57	06	37	09	3	40	08		
	58	07	38	10	3	40	08		
	59	08	39	11	3	40	08		
	60	09	40	12	3	40	08		

Remarks on board Bark Greyhound &c

2.20 P.m.
 3 30 53 36 00 08918 4 02 28 Sunday March 30th 1824
 6 15 12 00 117 58
 3 24 38 36 12 9.03458 4 03 26 This day fresh breezes
 2 32 23 37 16 2.86821 50 2 15 from the Westward steering
 52.15 94 06 19.00308 54 05 41
 13. 04 167 34 9.50154 S by S. some squally & thick drizzly
 West. 83 47 2 28 01 weather at 2 P.m rose the Island
 36 12 4 22 of Inaccessible having S by E by compass
 47 35 2 32 23

4.33 P.m.
 5 33 53 14.21 1 0005 4 02 28 This sight was taken at
 6 15 12 00 113 58
 5 27 38 14.33 9.46468 4 03 26 4.33 P.m. March 30th 1824
 4 36 34 37.28 9.89073 50 4 32
 50 44 94.08 94 07 38 with Inaccessible bearing
 12. 41 146.06 18.49660
 West 73.09 9.74830 N by E by compass 2 miles off.
 14.33 4 32 32 50 days from New Bedford & Chrono.
 58.30 4 22
 4 36 34 just right to a mile we went in
 between Inaccessible and Nightingale Island so ends.

9 to 3 P.m.
 3 45 20 31 58 10024 4 25 40
 6 16 12 5.14445 39
 3 39 04 32 02 2.88394 4 26 18 Monday March 31st 1824
 2 36 23 37 27 18.12996 50 2 52
 42 37 94 28 9.56498 94 29 14 This day light breezes
 169 28 2 52 23 from the West N. West & fine weather
 10. 34 81 59 2 4 24
 32 02 2 56 25 Steering S by E by Compass
 West. 49 57 at noon the Island of Tristan da Cunha in
 sight bearing N. N. W. so ends with dark thick
 overcast weather saw lots of Wright whale
 Birds & some Garies

Allen Master, Bound to Albany Australia

2.38 Pm.
 3 26 28 32 23 102 68 4 48 41 Tuesday April 1st 1884
 6 18 12 00 156 4 48 39 This day fresh breeze
 20 11 32 35 106 88 4 48 26 from the N. steering S.E.
 49 19 37 52 98 84 90 2 35 by E. carrying Royals. imployed
 30 58 94 51 190 958 94 51 01 in making firing line so ends.
 7. 44 165 18 2 45 24
 West. 82 39 3 46
 32 35 3 46
 50 04 2 49 13

2.22
 2 56 31 34 22 115 45 5 11 49 Wed April 2nd 1884.
 6 18 12 00 131 5 11 19 This day fine breeze from
 2 50 12 34 36 133 09 4 5 13 08 the N.W. steering S.E. by E. carry-
 2 31 11 38 20 130 138 5 14 22 ing Royals at 2 Pm had a squall
 19 01 95 14 135 006 95 14 22 with a shift of wind to S.S.W. perlied Royals
 4. 45 168 10 2 27 43 St Helena bearing N. distant 22
 84 05 3 28 degrees.
 West. 34 36 2 31 11 Thursday April 3rd 1884
 49 29 2 34 30 This day commences with
 2 30 Pm. 33 20 103 63 5 34 46 a fine Breeze from S.S.W. steering
 2 52 33 33 20 102 09 S.E. by E. at 5 Pm wind hauls to
 6 20 12 00 103 520
 2 46 13 33 32 103 668
 2 34 30 33 42 102 164
 11 43 95 37 108 2
 165 51 95 108 2

2.56
 83 55 2 31 20
 West. 33 32 3 10
 50 23 2 34 30
 S.E. Ship by the wind heading E. and at 12 Mid. N. it hauls
 to E.S. attached Ship heading S.E. at 7 Am it hauls again
 to North & breeze gradually steering S.E.
 Carrying Royals imployed in making off Ship
 made a new runner for Main top gallant & holyard's

Remarks on Board Bk Greyhound T. C. Allen

4.03 Pm. 11 5 11
 4 25 14 14 30 00 2 40 5 51 36 Frid April 4th 1884.
 6 22 12 9.40 2 00 3 50
 4 18 52 14 42 9.40 48 6 01 26 This day commences
 4 22 43 39 54 19.45 99 50 00 00
 3 51 96 01 9.52 99 96 01 26 with a fresh breeze from
 58 miles 150 47 4 18 51 the Northward. Steering S.E. thick Rain
 East. 75 23 2 52
 14 42 4 22 43 Foggy weather. at 3 1/2 Am wind hauls
 60 41 to N.E. & rains in torrents took in the Royals fly jib
 & set topsail. strong breeze. Latter part thick foggy.
 & some Rain at 2 Pm set the main Royal so ends
 This day crossed the Meridian of Greenwich

5.03 Pm. 18 46 12 02 5 6 20 96 Saturday April 5th 1884.
 6 23 12 00 2 72 6 20 02 This day commences with a
 7 55 12 18 58 9.31 66 9 6 20 02
 8 10 04 40 42 9.33 337 9 3 48
 14 52 96 24 19.37 303 96 23 52 gale of wind from the N.E.
 3.43 156 04 9.68 651 Steering S.E. at 9 Pm Close reefed
 East. 18 58 8 02 29 the Topsails & furled the mainsail
 59 04 2 35 at 3 Am made fast fore & at 6 Am set whole maintopsail
 & maintop gallantsail at 8 Am wind hauls to N.W. & W.
 at 10 1/2 Am wind hauls to S.S.W. & blowing on Gradually.
 At noon had her under two close reef topsails &.
 Drives on with blowing a heavy gale. Barometer 1 tenth
 less 29 & 1/2. & as wind hauls to Southward Rises.
 at 4 Pm stands at 29 & 1/2. 1 tenth & 1/2
 Long. brought forward from 8 Am up to 2 Pm
 makes it 4.13 E. at 2 Pm furled fore topsail.

Master. bound to Albany Australia.

1..35 Pm
 1 25 55 37 38 115 75 6 42 53 Sunday April 6th 1884
 6 24 12 00301 19
 19 31 37 50 8.67575 6 42 40 This day commences with
 42 49 40 00 9.88072 50 1 35
 23 18 46 44 18.67523 36 44 15 a gale of wind from the
 5 49 1/2 154 34 9.33761 S. S W steering E. at 3 Pm set
 East 37 50 1 40 32 the fore topsail at 10 Pm begins to
 49 27 1 42 49 moderate made sail accordingly. at 9 am all sail set
 but Royals, so ends, at 1 Pm set Royals saw Right Whale Brett

4 40 Pm 11 49 0 7 15 28 Monday April 7th 1884.
 4 11 56 9 49 00339
 6 25 12 9.45292
 4 05 31 10 01 9.95179 7 04 57 This day commences with
 4 44 10 39 52 19.52300 90 4 26 light air from the N.E.
 38 39 147 02 9.56150 97 09 17
 9.40 73 31 4 42 10 steering S.E. by E. at 1 am wind in
 W. wind. 12 01 2 00 creases, at 11 am strong breeze from
 5.00 Pm 63 30 4 44 10 the W.N.W. steering S.E. carrying
 4 31 50 6 12 11 49 0 Royals repaired fore topsail
 6 25 12 20339 so ends with strong breeze from
 4 25 25 6 25 9.49577
 5 03 22 39 52 9.95621
 37 57 97 09 19.57227
 9.28 143 30 9.78613
 Right 71 45 5 01 22
 East 62 27 5 02 20
 65 16 5 03 22

2 3 16 11 57 5 Tuesday April 8th 1884 This day com
 2 41 15 22 36 00373 mences + ends with a gale of
 6 27 12 9.23317 7 27 53
 2 34 48 22 48 9.92530 7 27 15 wind from the W.N.W. first part
 3 28 15 40 00 19.27795 90 3 8
 53 27 97 30 9.63897 97 30 23 Letter paid wind S.W. steering
 13.22 80 00 3 26 32 S.E. by E. Under two Double reef
 East 23 48 3 28 15 topsails & foresail some squally
 57 27 3 28 15 with a tremendous sea on. 22 hours run.

Remarks on Board bark Greyhound T. C.

10.20 Am
 2 32 25 37 34 11 8 20 > 50 48 Wed April 9th 1864.
 6 23 12 00 40 4 > 35 38
 9 25 57 37 46 8.5 4 9 9 9 > 40 31 This day first part made
 10 33 33 40 23 9 8 8 5 5 2 > 40 34
 1 07 56 97 48 18.5 5 7 7 5 97 47 57 erates made sail accordingly
 16.59 175 57 9.2 7 8 8 7 middle part light breeze steering
 East 57 58 10 32 21 SE minor S.W. latter part wind
 97 46 1 26
 150 13 10 33 53
 hauls to N.W. & increases steering SE by S. 1 P.m close
 3.40 P.m carrying main Royal
 2 54 16 17 23 11 8 9 5 > 50 49 reefed fore topsail wind N.W.
 6 28 12 00 41 4 > 35
 9 47 48 17 35 9.31 8 4 > 48 31 at 4 close reefed Main topsail
 3 56 17 40 30 9 3 9 2 > 40 4 23
 1 08 29 97 54 19 3 8 0 8 3 97 53 54 it blowing a gale of wind.
 17.07 155 59 9.6 9 0 41 Under two close reef topsails & foresail.
 East 77 59 3 54 51
 17 35 1 26
 60.24 3 56 17
 8 12 13 Thursday April 10th 1864.
 8 16 47 This day blowing a heavy
 80 2 47
 8 09 13
 8 07 20 27 49 0.0 2 2 2 2 gale of wind from the N.N.E. & N.E.
 6 32 12 00 1 2 2 3 steering SE by S. Under two close
 8 01 00 28 01 19.07 2 6 8
 9 20 11 31 45 2.5 3 6 3 4 reef topsails & foresail at 9 am
 1 19 11 28 08 4 19 01
 19.47 167 54 9 20 11 furlled fore topsail & at 11 1/2 am
 East 23 54 9 20 11
 28 01 furlled Main topsail & at 1 P.m furlled fore
 55 56
 & luffed to the wind heading by up to E by N. it blowing
 right out straight, at 4 P.m moderate little and
 hauls to N.W. set the Main topsail & Foresail
 & kept her off SE. The Barometer stands at 29
 2 tenths & one half latter part Raining. Long brought
 from 9 hours up to 2 P.m is 20.28 Lat 41.50 S.

Allen Master bound to Albany Australia

2¹¹⁰⁸ Pm
 00 48 21 29 59 130 64 2 34 16 Frid April 11th 1884.
 6 31 12 00 470 1 32
 00 41 50 30 11 8.90 260 2 32 44 This day fine breeze from
 2 20 13 42 05 18.95 254 2 2 09 the Westward steering S.E.
 1 38 27 98 35 9.47 627 98 34 33 it moderates same. made Sail
 24 26 3/4 170 51 2 19 23 according ly. at 6 am. set Main top
 East. 30 11 54
 85 14 2 20 17
 gallant sail at noon wind increases at 3 Pm Close
 reefed fore & Main topsails & pushed the main sail
 it blowing heavy from the W. S W with a very low Barrom
 eter. has only rose $\frac{1}{2}$ since it blew so hard yesterday & 1
 2.15
 00 41 32 28 28 131 56 2 36 08 Sat April 12th 1884
 6 32 12 00 532 1 32
 00 35 00 28 40 8.94 030 2 54 36 This day strong breez from
 2 23 41 42 23 9.92 025 2 2 09 W. S W. to N W. & North.
 1 52 40 98 57 18.99 745 98 56 45
 28 110 170 00 9.49 872 at 1 Pm wind increases under
 East 28 40 2 27 02 two double reef Topsails & Storesail
 56 20 2 27 40
 Steering S.E by E. Barrometer low & falling so ends.
 2.33
 12 38 55 26 27 129 84 2 12 50 Sund April 13th 1884.
 6 39 12 00 575 1 32
 00 38 22 26 35 9.92 546 2 15 54 This day fresh breeze from
 2 42 15 42 02 9.92 546 2 2 28 the N W. steering S.E
 2 08 53 99 18 18.07 787 99 18 27
 32 13 168 05 9.53 893 at 3 am set Main top galla
 East. 24 01 2 41 59 haid. Barrometer very low.
 26 39 2 42 15 Latter part thick Cloudy.
 37 23

Remarks onboard Bk. Greyhound T. C. Allen

2.35 P.m.
 00 25 34 26 46 12 66 6 9 38 24 Monday April 14th 1884
 2 18 33 26 52 11 00 6 26 9 32 07
 2 39 39 41 40 11 02 4 48 9 32 18
 2 21 06 49 40 11 06 5 64 9 39 42 This day commences
 35 16 1/2 168 15 11 53 2 82 9 39 42 with rain, moderate &
 East. 84 08 2 39 39 better part moderates & the
 57 11 2 39 39 Royals. fine breeze & fine weather

Steering E. S. E. with the wind from N. W. broke out
 a cask of water & started a cask of Coal. Clear & pleasant

2.56 P.m.
 12 41 20 21 51 12 00 6 6 10 00 41 Tuesday April 15th
 6 36 12 00 1 46 24 2 2 2
 12 34 44 22 03 11 09 3 09 10 58 40 This day fine breeze
 3 11 42 41 51 11 21 9 1 100 01 23 from the N. & N.E.
 2 36 58 100 01 163 55 9 6 0 8 95
 39 14 81 53 3 11 50 Steering S. by E. carrying Royals.
 32 03 3 11 42 made E. fly to main mast head.
 58 54

Wed. April 16th 1884. This day commences with a fine
 breeze from the N.E. middle & latter part wind from
 E. N.E. & E. & rainy, some squally. Under whole main tops
 & M. S. G. sail & courses with jib the last two hours
 a steady hard rain storm. No Observation, only by D. R.
 Lat 42 05 N. Long 42 50 E. so ends

2.33 P.m.
 11 15 29 25 45 13 0 37 10 43 05 Thursday April 17th 1884
 6 33 12 00 7 62 2 40
 11 08 49 29 57 11 04 1 8 10 40 25 This day thick fog & rainy, light
 14 11 49 42 19 9 92 36 1 46
 3 03 00 100 42 11 09 0 9 34 100 42 11 breeze from the N.E. to E. S. E. by E.
 45 45 171 56 9 4 5 4 6 7 Ship by the wind heading from S. by S. to E. S. E.
 East. 85 58 2 12 25 carrying main Royal at 5 P.m. Doubtless reefed
 thick fog 23 57 2 11 48 the top sails. Barometer low & going down.

Master. bound to Albany Australia.

2.33 Pm
 11 28 44 25 20 13 56 4 11 03 58 Friday April 18th 1884
 6 40 12 00 56 67 2 40
 11 22 04 25 32 11 01 18 This day commences with
 14 33 15 42 58 90 2 22
 3 17 11 101 04 10 03 66 101 09 40 strong breeze from the East
 47 48 169 34 9.51 8 33 with Thunder, + Lightning +
 East 84 47 2 34 05
 23 32 50
 59 15 2 33 15 rain in torrents at 1 am wind
 hauls to N.E. Steering E.S.E. Under Double reef main top
 sail close reef to top sail gib + Courses + Staysails.
 Letter part clear with strong breeze, + A heavy swell.
 wind about N.N.E. by Compass. Barometer the lowest she
 has been the voyage. stands at 29. + to last quarter of moon
 2.17
 11 05 48 25 40 13 47 0 11 24 41 Saturday April 19th 1884
 6 41 12 00 56 67 2 56
 11 01 05 25 52 11 21 45 This day commences with a
 14 28 46 42 50 9.93 3 90 90 2 24
 3 27 39 101 24 10 01 3 18 101 23 49 strong breeze from the N.W.E.
 31 55 150 06 9.50 6 59 hauling to N.E. + N.E. by E. Ship by
 East 85 03 2 28 40
 25 52 2 28 46 the wind heading from S.E. to E.S.E.
 59 11 middle part fresh breezes letter part the same.
 At 2 Pm got A heavy squall, with a shift of wind
 from the Northward. Hauled the fore top sail into
 strings so ends under close reef main top sail +
 fore sail steering E.S.E. blowing a moderate gale
 with a heavy swell on from N.W.E.
 that was A tremendous Squall
 Barometer stands at 29 $\frac{4}{10}$ then the

Remarks on board Bk. Greyhound T.C. Mc

Sunday April 20th 1884. This day commences with a moderate gale from the N. steering S.E. by E. $\frac{1}{2}$ E. heavy squalls of wind & Rain. middle & latter part. light airs & calms, with Rain sent down the Remains of the fore topsail & bent a new one, all right once more. A Tremendous swell on (looks like small mountains) Thick weather, no observation, only by D.R. Lat 43.10 S'

2.08 Pm. Long 54.00 E.

10 35 42	26 55	132 48	12 05 32
6 44	12	00 8 50	3 11
10 28 59	27 07	8.81 867	12 02 21
14 8 49	43 22	9.93 375	30 7 44
3 39 51	102 04	18.89 560	102 04 03
54. 58	172 33	9.44 780	
	86 16	2 10 17	

Monday April 21st 1884
 This day commences with Calms. Middle part light airs. Latter part. At 3 Pm got a heavy squall of wind & Rain from the S.S.W. came from all S'ail down to two Close reef Topsails & Foresail Blowing heavy first & latter part heavy Rain. Steering E by S. $\frac{1}{2}$ South.

Barrometer stands at 29 to $\frac{1}{2}$. Tues April 22nd 1884.
 2.14 Pm. This day blowing a lining Gale from the S.S.W. steering E.N.E. & N.E. Under Close reef main topsail & foresail. At 1 am shipped a sea & stove our boat all in at 2 Pm. stove

Langway board all to pieces & filled the deck. at 4 Pm pulled to & heeled every thing but staysails Tremendous sea on heading S.E.

Master Bound to Albany Australia

7.51 Pm
 1 06 15 3 46 12 11 3 12 45 36 Wed. April 23rd 1884. This day commences
 6 46 12 01 08 7 3 22 blowing a heavy gale from the S.E.W. laying
 58 29 3 18 9 45 42 12 42 19 to, under 3 storm stay sails heading by the wind
 4 54 34 40 50 8 9 73 40 90 04 19 an Starboard tack S.E. at 12 M.D.N. moderates a little
 3 55 05 102 46 15 56 00 2 102.46.25 set close reef maintopsail, and at 5 am set close
 58.46 146 54 9 78 00 1 reef Foretopsail, at 5 am set Foresail moderates gradually, makesail
 East. 73 27 4 56 26 accordingly, at 4 Pm every thing set, but the Royals, made new Gangways
 3 18 1 82 board & got it in Replacing main S'tay sail & so on, so ends.
 70 09 4 54 34

4.23 Pm
 07 35 53 6 58 119 49 13 05 18 Thursday April 24th 1884.
 6 48 12 01 08 7 3 22 This day commences with fine
 9 28 01 3 10 8 40 1 09 3 19 breeze from the S.E.W. steering S.E. by E.
 4 31 40 40 35 8 56 7 99 92 92 3 39 middle part winds from S.E. to S.S.W.
 4 02 33 109 06 14 49 90 103 08 36 Latter part, from West, but very light, steering S'E. at work
 60.38 150 51 9 7 49 95 repairing up. S'tops Rigging & sails, so ends, with fine weather
 East. 75 25 4 39 42
 68 15 4 31 40

2.2 Pm
 10 26 30 23 43 120 80 13 24 48 Friday April 25th 1884.
 9 53 41 21 58 6 8 89 96 13 21 38 This day commences with light
 14 09 00 40 43 8 92 8 93 90 21 40 air from the Westward & N.W. steering
 4 15 19 103 23 18 90 169 103 23 09 S.E. by E. middle part wind increases
 63.48 86 02 9 45 08 4 2 11 13
 East. 27 55 2 11 13
 58.07 2 09 00
 Barometer, hauls to N. & N.W. & squally. Latter part
 stands at wind from a N.W. & increasing. took in
 to & 3 the Royals & Foretopgallantsails, Repaired
 low. 80, Foretopmast S'tay sail & bent it, so ends.

Remarks on Board Bk. Greyhound T. C. Allen M.

Saturday April 25th 1884 This day commences with a strong breeze from the N.W. & hauls to N.N.W. with squalls of wind & rain at 3 am closed reefed the topsails steering S.E. by E. at 7 am fired the mainail & at 1 Pm got a heavy squall with a shift of wind from the N.W. & to S.S.W. so ends with a moderate gale from the Southward steering S.E. by E. under close reef topsails & Foreail Lat & Long by D.R. Lat 41.20 Long 68.00 E.

2.13 Pm							
8	43	10	24	44	12	8.9	10
	6	52				8.9	10
8	36	18	24	36	8.9	8.8	4
14	24	29	41	32	18.9	7	33
	4	48	11	104	01	8.4	8.6
72	09			120	29	2	2
				2	2	2	01
East				2	24	28	
				60	12		

Sunday April 26th 1884. This day commences with a gale from the Southward steering S.E. by E. at 1 Pm moderates a little shook and reefed main topsail & at 12 am out Fore topsail, moderates gradually, made sail accordingly, so ends with light breeze & fine weather.

2.16 Pm							
8	21	46	26	25	12	4	88
	6	53		12	01	3	13
8	14	59	26	37	8.8	2	24
14	07	54	41	35	8.8	3	62
	4	53	01	104	20	18.8	7
73	15			172	22	8.4	8.7
				86	11	2	10
East				26	37	2	41
				59	34		

Monday April 27th 1884. This day commenced with light airs & calms. Latter part light breeze from N.W. steering E.S.E. the Goose neck to the Spanker Gaff broke off, sent down the Gaff to be repaired at Albany.

1.40							
8	37	18	23	08	12	5	32
	6	34		12	01	4	32
8	44	24	27	20	8.8	3	48
13	58	04	41	28	18.8	3	23
	5	13	40	104	32	9.4	16
78	25			173	26	2	00
				86	43	2	50
East				32	20	1	58
				59	29		

Tues April 28th 1884 This day first & middle part strong breeze from the N.W. & N. steering S.E. by E. mind increasing. Latter part under two close reef topsails & Foreail steering S.E. by E. on account of the sea on port beam.

1.40							
8	37	18	23	08	12	5	32
	6	34		12	01	4	32
8	44	24	27	20	8.8	3	48
13	58	04	41	28	18.8	3	23
	5	13	40	104	32	9.4	16
78	25			173	26	2	00
				86	43	2	50
East				32	20	1	58
				59	29		

on account of the sea on port beam for a long time for the wind

ster Bound to Albany Australia.

2.34 Pm
 P 1 2 30 21 41 12 01 4 8 9 14 58 56 West April 30th 1884.
 6 56 12 01 4 8 9 14 58 56
 P 14 34 21 53 8.99 8 56 14 54 44 This day commences with a gale
 14 41 04 41 42 8.94 7 47 90 2 06 of wind from the N.W. steering S.E. by E. D.Pm
 5 26 30 104 22 19.08 8 87 104 56 50
 81..37 84 16 8.54 4 42 of wind from the N.W. steering S.E. by E. D.Pm
 East 21 59 2 44 02 had a heavy squall with a shift of wind
 from the S.W. at 21 moderates. made S. accor. at 2 Pm had Royals^{st.}

2.30 Pm
 P 06 45 22 06 12 2 2 2 15 17 03 Thursday May 1st 1884.
 6 52 12 01 3 3 7 4 23
 8 59 48 22 18 8.99 8 56 15 12 40 This day first + middle part fine
 14 39 50 41 00 8.94 5 30 90 2 06 breezes from the S. steering
 5 40 02 105 13 19.08 3 15 105 14 45
 85..00 84 16 2 42 55 C.S.E. latter part wind increases with
 East 61 58 2 3 03 flows from the S.E. took in the Royals + Fore T.S.S. heading E. by S. by wind.

1.16 Pm
 7 41 11 30 20 01 6 8 13 38 57 Friday May 2nd 1884
 6 58 30 22 8.49 7 08 15 30 32 This day commences with a moderate
 7 34 13 30 22 8.92 6 83 90 1 23 gale from the Southward at 9 Pm Close
 13 24 28 103 22 8.55 7 95 105 31 34
 5 50 15 176 24 8.27 8 95
 87..24 88 12 1 22 40 reaped to rails + furled mainsail blowing
 East 20 22 3 12 strong in squalls with an awful sea
 had sight. 57 40 1 24 28

Latter part moderates a little set mainsail + fore reef of M. S. sail
 2.12 Pm
 8 13 30 24 58 12 2 2 2 15 52 29 Saturday May 3rd 1884
 6 58 12 01 6 76 4 33
 8 06 31 25 05 8.84 8 97 15 47 56 This day commences +
 14 12 16 41 00 8.94 1 26 90 1 31
 6 05 45 105 49 18.92 9 21 105 49 27 Ends with a S. breeze
 91..26 171 54 8.46 4 60 from the Southward first part latter
 East. 25 05 2 15 34 part from the N.W. carrying
 60 52 2 13 16
 Main Royal Letter part + Close reef fore topsail
 with mainsail furled. wind aft. steering S.E. by E.

Remarks on Board B.K. Greyhound T.C.

2nd 15th Pm
 2 12 54 22 40 12 44 3 16 08 44 Sunday May 4th 1884.
 7 12 54 22 40 12 44 3 16 08 44 This day commences & ends
 8 05 53 22 52 8.99 00 8 16 05 05 with fresh breeze from N.
 14 27 24 41 20 9.94 69 4 90 1 44
 6 21 31 106 03 18.01 87 1 106 03 21
 95th 23 55 05 9.50 93 5
 East. 22 52 2 30 48 to S.W. Steering S.E. by E. latter part carry
 62 15 2 27 24 ing Royals. had some light squalls of rain.

2nd 03 Pm
 7 40 08 22 55 12 64 8 16 26 53 Monday May 5th 1884.
 7 42 22 55 12 64 8 16 26 53 This day commences & ends with
 14 33 03 24 07 8.83 43 6 90 21 57 a fresh breeze from the N.W.
 14 11 25 41 40 9.94 58 0 90 1 25
 6 38 22 106 23 18.92 51 5 106 23 25
 99th 35 86 05 2 14 55 Steering S.E. by E. carrying Royals. thick
 East. 24 07 3 30 Cloudy. Hazy weather. so ends.
 61 58 2 11 25

2nd 5 Pm
 7 28 30 22 35 13 09 8 16 43 39 Tuesday May 6th 1884.
 7 28 30 22 35 13 09 8 16 43 39 This day commences with
 14 21 27 22 47 8.85 78 0 16 38 34 a fresh breeze from the N.W.
 14 16 39 42 18 9.95 02 0 90 1 25
 6 55 12 106 40 18.95 76 2 106 40 01
 108th 48 85 52 2 20 19 At 5 am hauls to North & increases.
 East. 22 47 3 34 Better part strong breezes took in
 63 05 2 16 38 the light sails so ends this days toil & trouble.

1st 42 Pm
 6 46 30 24 55 13 17 8 17 00 10 Wed May 7th 1884.
 7 5 12 01 92 5 50 This day commences with
 6 39 25 25 09 8.66 104 16 55 10
 13 48 44 42 25 9.94 63 4 90 55 12
 7 10 24 106 56 18.77 84 2 106 56 22 A strong breeze from the
 107th 36 174 30 9.38 92 1
 East. 87 15 1 53 28 Northerly steering. E by South.
 25 08 3 39 middle part blowing a gale of wind
 62 06 1 49 49 from the N. Double Reef main top sail & Blue reef fore with
 Foresail. latter part made out at 10 am set the Royals.

Allen Master Bound to Albany Australia

2.20 Pm

7 14 54	21 24	120 47	17 16 23
7 5 6	12	8.6 0 0 5	5 10
7 11 52	21 36	9.9 5 0 52	17 11 13
7 4 33 22	40 44	18.0 5 0 95	90 1 33
7 21 10	107 13	18.0 5 0 95	107 12 46
110. 17 1/2	169 33	9.5 2 5 47	
East	54 46	2 36 44	
	21 36	3 3 42	
	69 10	2 33 02	

 Thursday May 8th 1884.
 This day commences with a strong breeze from the Northward at 5 Pm hauled up by the wind & N.E. furlied the Royal at 8 Pm moderates a little at 4 am set the Royal, wind hauls to W & W. & W. so ends with fine breeze & fine weather.

2.30 Pm

7 10 50	21 41	110 32	13 32 20
7 5 5	12	120 34	5 20
7 09 43	21 53	9.0 0 0 82	17 27 51
7 4 38 22	39 08	9.9 4 2 40	90 27 51
7 34 39	107 28	18.0 7 9 08	107 24 51
118. 40	168 30	9.5 3 9 54	
East	54 15	2 42 03	
	21 53	3 3 45	
	69 22	2 38 22	

 Friday May 9th 1884.
 This day commences with strong breeze from the Westward steering S.W. & S.E. at 11 Pm wind hauls to S.E. & S.E. with a little rain, so ends by the wind.

2.28

6 32 08	24 15	0 99 53	17 42 58
7 9	12	0 21 14	5 19
6 44 58	24 27	8.9 6 1 43	17 42 43
7 27 25	37 20	9.9 3 8 84	90 7 36
7 42 26	107 34	18.0 2 0 98	107 44 21
115. 36 1/2	169 31	9.5 1 0 48	
East	54 43	2 36 19	
	24 27	3 3 48	
	60 18	2 27 25	

 Saturday May 10th 1884.
 This day commences with a fine breeze from the S.E. ship heading by the wind N.E. by E, Middle latter part much the same carrying R all hands employed in making up ship & getting ready for Port.

3.33

7 48 10	15 35	0 21 86	18 03 18
7 10	12	9.2 4 46 6	5 2
7. 42.00	15 47	9.9 5 40 9	17 58 13
15. 31.42	35 38	19.3 1 23 8	90 2 27
7. 48.42	108 01	9.6 5 6 18	108 00 39
117. 25 1/2	159 46	3.3 5 32	
East	54 53	3 3 50	
	64 06	3 31 42	

 Sunday May 11th 1884.
 This day commences & ends with light breeze from the S.E. until 2 am then from S.W. & W. with fine weather steering by the wind backing about S.W. until 3 Pm, then kept her off N.E. so ends.

Boating in Port Albany King Gorges

Monday May 12th 1884. This day this day good breeze from the Northward accompanied with squales of wind & rain at 1 Am. Rose the light on Breaker Island at 10 Am came to anchor in the outer harbor in 6 fathoms of water. with the wind ahead to go through the inner passage into the inner harbor found the Bk. Canton B. Garnold & Platina, at Anchor awaiting the arrival of Bk. Lhaurel to Ship their Oil, so ends.

Tuesday May 13th 1884. This day got Under weigh at 1 Am & went into the inner harbor & came to anchor & furlled the Sails, also commenced breaking out. fore & main hold gave all 3 of the Ships some Provisions some squally & rainy so ends this days tail.

Wednesday May 14th 1884. This day commenced raining & squally. Breaking out Cargo for the Ships B. Garnold & Platina, so ends.

Thursday May 15th 1884. This day Breaking out Cargo for the two Ships so ends. A little squally in the afternoon called Ship to the Bk. Canton & discharging to her

Journal West Australia B.K. G. Hound

Friday May 16th 1884 this day pleasant Laying alongside of the Bk. Canton Discharging his Provisions. A large steamer came in from England loaded with Emigrants Bound to Melbourne & Sydney.

Saturday May 17th 1884 This day fine weather Canton got all of his Provisions & gave us 12 Basks of Oil Ploting got all of his & B. Garmold all of his all discharged and the Berthes - all ready to haul to her Monday morning & give her Provisions & take Oil so ends this day.
let go of the Canton to night swinging ^{by her anchor} & anchor.

Sunday May 18th 1884. This day light air & fine weather Starboard Watch on Liberty so ends this day.

Monday May 19th 1884 This day fine weather hauled to the Barge Bertha & gave her their Provisions.

Tuesday May 20th 1884 This day fine weather Laying along side of Bk Bertha taking in Oil.

Wednesday May 21st 1884 This day fine weather taking in Oil from the Bk Bertha.

Bk. Ground T. B. Allen Master. Laying

Thursday May 22nd 1884.

This day fine weather, taking Oil from Bk Bertha finished stowing the lower after hold, stowed 200 bbls. of Oil up to forward part of main hatch so ends this days toil & trouble.

Friday May 23rd 1884 This day fine weather at 4 Pm finished taking in Oil from the Bk Bertha & let go of her, so ends.

Saturday May 24th 1884 This day fine weather, hauled to the Bk Canton & commenced taking in Oil from her.

Sunday May 25th 1884 This day fine weather Laying A. Lang side of the Bk Canton Port Hatch on Liberty so ends.

Monday May 26th 1884 This day fine weather taking in Oil from Bk. Canton so ends.

in Port Albany Australia. West Australia

Tuesday May 25th 1884

This day fine weather, finished taking in Oil from Bk Canton & let go of her.

Wednesday May 26th 1884

This day commences with fine weather. hauled to the Bk Platina & commenced taking in Oil from her.

Thursday May 27th 1884.

This day fresh breeze from the North & N.W. taking in Oil from the Bk Platina so ends with a strong breeze.

Friday May 30th 1884

This day finished taking in Oil from the Bk Platina & let go of her so ends, got 260 bbls of hers.

Saturday May 31st 1884

This day some sunny finished stowing Oil & commenced to get ready for sea to end.

Bemrarks on Board Bk Greyhound

Sunday June 1st 1884

This day commences with a gale of wind
& Rain from the W N W. all redy for
Sea, but waiting for better weather

Monday June 2^d 1884

This day blowing still harder so ends

Tuesday June 3rd 1884.

this day Blowing a heavy gale of wind
& no rain at 10 Pm begins to mod-
erate better port fine breeze & a
rising barometer

Wednesday June 4th 1884

This day commences with a fine breeze
& fine weather at 9 am got under weigh
and sailed for home with the wind from
W. N. W. Latter part strong breezes,
got 2 sights & found Chro just right
as near as you could tell so ends with
a moderate gale from the N W. Ship by
the wind W N W.

at 7 Pm found a new Man
on board. Andrew Cory from
the Bk Canton & moved away
to get home.

Allen Master Record for New Bedford

Thursday June 5th 1884

This day commenced with a gale of wind from the N.W. & W.S.W. under two close reef topsails & foresail blowing heavy & raining. A tremendous sea on

At 5 P.M. moderates & wind hauls to W.S.W. shook one reef out fore & main topsail & set mainsail & 1st & 2nd topker

At 7 P.M. & more ship heading by up to N.W. by

Lat 36° 36' 30"

1.30 5 33 64 28 09 09 04 22 43 38 50

7 43 12 03 50 22 41 34 Friday June 6th 1884

5 25 21 28 27 28 8 9 22 41 34 22 41 34

13 27 22 35 43 8 3 5 11 2 41 56 This day commenced with a

7 42 01 112 42 18 3 5 0 7 5 112 41 56

115.30 172 46 9.17 5 35

East 88 53 1 08 54

29 21 1 32

59 32 1 07 22

strong breeze or moderate gale from the

S.W. & W.S.W. but moderates gradually.

made sail accordingly at 8 am had every thing set

heading by the wind W.S.W. latter part wind hauls.

Ship heading N.W. by N. & N.W. fine breeze but cloudy

or overcast weather employed in surging up ship

carrying every thing but Royals so ends this day.

Saturday June 7th 1884. This day light breeze & fine

weather at daylight saw the land. Cape Lewis bore

ing N.W. by N. distance 25 miles. tacked ship heading off

shore S by W & S.W. until 10 P.M. then tacked ship heading N.W.

some squally so ends.

Remarks on Board Bk Greyhound T. B. Allen

$$\begin{array}{r} 6^{\circ} 34' 25'' \\ 7^{\circ} 46' \\ \hline 6^{\circ} 26' 59'' \\ 14^{\circ} 03' 44'' \\ 7^{\circ} 36' 45'' \\ \hline 114^{\circ} 11' \end{array}$$

$$\begin{array}{r} 24^{\circ} 43' \\ 24^{\circ} 59' \\ 35^{\circ} 00' \\ 112^{\circ} 53' \\ \hline 172^{\circ} 52' \end{array}$$

$$\begin{array}{r} 0^{\circ} 8' 66'' \\ 0^{\circ} 35' 66'' \\ 8^{\circ} 7' 9'' \\ 2^{\circ} 9' 43'' \\ 18^{\circ} 55' 79'' \\ 4^{\circ} 42' 89'' \\ \hline 2^{\circ} 4' 53'' \\ 24^{\circ} 39' \\ \hline 61^{\circ} 27' 2^{\circ} 03' 44'' \end{array}$$

$$\begin{array}{r} 22^{\circ} 57' 44'' \\ 22^{\circ} 52' 55'' \\ 22^{\circ} 52' 28'' \\ \hline 112^{\circ} 53' 28'' \end{array}$$
 Full Moon Sunday June 8th 1884. This day commences with a fine breeze from the S.W. ship by the wind on port tack heading N.W.W.

at 10 am hauls to South with squalls of rain so ends steering N.W. by W. carrying Royals.

$$\begin{array}{r} 8^{\circ} 44' 24'' \\ 7^{\circ} 43' \\ \hline 15^{\circ} 59' 32'' \\ 18^{\circ} 23' 27'' \\ 7^{\circ} 23' 50'' \\ \hline 110^{\circ} 57' \end{array}$$

$$\begin{array}{r} 16^{\circ} 12' \\ 12^{\circ} 12' \\ 16^{\circ} 24' \\ 33^{\circ} 32' \\ 112^{\circ} 53' \\ \hline 161^{\circ} 58' \end{array}$$

$$\begin{array}{r} 0^{\circ} 28' 21'' \\ 0^{\circ} 35' 13'' \\ 8^{\circ} 19' 31'' \\ 16^{\circ} 26' 67'' \\ 9^{\circ} 63' 48'' \\ \hline 3^{\circ} 24' 25'' \\ 15^{\circ} 24' \\ \hline 65^{\circ} 35' 3^{\circ} 23' 27'' \end{array}$$

$$\begin{array}{r} 22^{\circ} 57' 40'' \\ 22^{\circ} 57' 42'' \\ 22^{\circ} 57' 42'' \\ \hline 112^{\circ} 53' 42'' \end{array}$$
 Monday June 9th 1884. This day fine breeze from the E. N.E. & fine weather steering N.W. by W. carrying Royals, so ends.

$$\begin{array}{r} 2^{\circ} 33' 32'' \\ 2^{\circ} 21' \\ \hline 25^{\circ} 43' 32'' \\ 14^{\circ} 36' 30'' \\ 7^{\circ} 10' 47'' \\ \hline 107^{\circ} 42' \end{array}$$

$$\begin{array}{r} 22^{\circ} 40' \\ 12^{\circ} 12' \\ 22^{\circ} 52' 8'' \\ 32^{\circ} 37' 9'' \\ 113^{\circ} 03' \\ \hline 168^{\circ} 32' \end{array}$$

$$\begin{array}{r} 0^{\circ} 24' 54'' \\ 0^{\circ} 36' 13'' \\ 8^{\circ} 9' 56'' \\ 9^{\circ} 43' 48'' \\ 19^{\circ} 53' 72'' \\ 9^{\circ} 52' 68'' \\ \hline 2^{\circ} 37' 16'' \\ 22^{\circ} 34' \\ \hline 61^{\circ} 24' 2^{\circ} 36' 36'' \end{array}$$

$$\begin{array}{r} 23^{\circ} 04' 13'' \\ 1^{\circ} 22'' \\ 23^{\circ} 02' 44'' \\ 1^{\circ} 36'' \\ 113^{\circ} 43' 28'' \end{array}$$
 Tuesday June 10th 1884. This day commences & ends with fresh breezes from the N.E. steering N.W. by W. carrying Royals. thick cloudy & some squally & puppy so ends.

$$\begin{array}{r} 6^{\circ} 32' 34'' \\ 7^{\circ} 30'' \\ \hline 6^{\circ} 48' 04'' \\ 13^{\circ} 49' 53'' \\ 7^{\circ} 00' 53'' \\ \hline 103^{\circ} 13' \end{array}$$

$$\begin{array}{r} 29^{\circ} 02' \\ 19^{\circ} 18' \\ 8^{\circ} 23' 59'' \\ 37^{\circ} 30' \\ 113^{\circ} 07' \\ \hline 178^{\circ} 56' \end{array}$$

$$\begin{array}{r} 0^{\circ} 68' 23'' \\ 0^{\circ} 36' 35'' \\ 8^{\circ} 23' 59'' \\ 9^{\circ} 26' 35'' \\ 18^{\circ} 75' 592'' \\ 9^{\circ} 37' 796'' \\ \hline 1^{\circ} 50' 31'' \\ 29^{\circ} 19' \\ \hline 57^{\circ} 39' 1^{\circ} 49' 57'' \end{array}$$

$$\begin{array}{r} 23^{\circ} 08' 20'' \\ 1^{\circ} 12'' \\ 23^{\circ} 07' 23'' \\ 20^{\circ} 02'' \\ 113^{\circ} 07' 23'' \end{array}$$
 Wednesday June 11th 1884. This day commences with a fine breeze from the N.E. at midnight hauls to N. steering by the wind N.W. by W. better part light breezes, at 2 P.m. hauls to the westward & breezes up some. Ship by the wind heading N.N.W. & N.W. by N. so ends in employ in various Ships duties.

Master. Bound for New Bedford U.S.A.

$$\begin{array}{r} 9 \text{ } ^{10} 12 \text{ } ^{45} 11 \text{ } ^{00} 06528 \\ 7 \text{ } ^{31} 12 \text{ } ^{03662} \\ \hline 9 \text{ } ^{04} 54 11 \text{ } ^{12} 9 \text{ } ^{33} 45 \\ 13 \text{ } ^{33} 48 30 \text{ } ^{38} 9 \text{ } ^{96} 179 \\ \hline 6 \text{ } ^{54} 53 113 \text{ } ^{12} 15 \text{ } ^{39} 846 \\ 103 \text{ } ^{43} 135 \text{ } ^{02} 9 \text{ } ^{69} 923 \\ \hline \text{East. } 11 \text{ } ^{12} 4 \text{ } ^{00} 02 \\ 66 \text{ } ^{19} 3 \text{ } ^{59} 47 \end{array}$$

23 12 04 Thursday June 12th 1884.
 23 10 33 This day commences with
 90 00 43 a light breeze from the
 113 11 38 Westward. Middle part fine breeze latter
 part light airs +, calm. steering N W
 by West. employed in repairing the old Fore topsail. that
 we blew away, coming out, off Crozet Island.

$$\begin{array}{r} 2 \text{ } ^{40} 7 \text{ } ^{48} 38 24 \text{ } ^{50} 06468 \\ 7 \text{ } ^{33} 12 \text{ } ^{03672} \\ \hline 7 \text{ } ^{40} 45 25 \text{ } ^{02} 8 \text{ } ^{98} 066 \\ 14 \text{ } ^{32} 52 30 \text{ } ^{30} 9 \text{ } ^{93} 465 \\ \hline 6 \text{ } ^{52} 07 113 \text{ } ^{15} 0 \text{ } ^{02} 677 \\ 103 \text{ } ^{02} 168 \text{ } ^{47} 9 \text{ } ^{51} 338 \\ \hline \text{East. } 8 \text{ } ^{42} 2 \text{ } ^{32} 61 \\ 59 \text{ } ^{27} 2 \text{ } ^{32} 52 \end{array}$$

23 15 33 Friday June 13th 1884.
 23 14 20 This day commences with
 90 00 24 A. Calm & light airs from
 113 14 44 the westward. at 2 am got a light breeze
 from the Northward. Ship by the wind
 heading N N W. squally & Rainy. at 10 am wind hauls
 to S W. + Clears up some latter part fine breeze. at
 3 Pm wind West Ship heading N N W. + increasing fast.

$$\begin{array}{r} 2 \text{ } ^{45} 8 \text{ } ^{02} 55 23 \text{ } ^{35} 05824 \\ 7 \text{ } ^{54} 47 \text{ } ^{03692} \\ \hline 7 \text{ } ^{54} 11 23 \text{ } ^{47} 9 \text{ } ^{05} 48 \\ 14 \text{ } ^{43} 36 29 \text{ } ^{15} 9 \text{ } ^{93} 480 \\ \hline 6 \text{ } ^{38} 25 113 \text{ } ^{18} 18 \text{ } ^{10} 647 \\ 103 \text{ } ^{21} 166 \text{ } ^{20} 9 \text{ } ^{55} 323 \\ \hline \text{East. } 8 \text{ } ^{47} 2 \text{ } ^{47} 33 \\ 59 \text{ } ^{23} 2 \text{ } ^{45} 36 \end{array}$$

23 18 16 Saturday June 14th 1884.
 23 17 33 This day commences with a
 90 00 21 strong breeze from the Westward & increasing
 113 17 43 at 2 A M Ship laying to under close
 Reef main topsail + three staysails at 5 am furled the
 main topsail it blowing very heavy in squalls from
 the N W. + some Rain. latter part much the same

Remarks on Board Bk Greyhound T. C. Allen M.

^{9 15}
 8 24 25 20 58 05 40 23 20 20 Sunday June 13th 1884
^{7 45} 12 03 20 26
 8 16 44 21 10 9.18 20 23 20 00 This day commences with
 10 10 32 28 10 9.23 21 22 20 22 A gale of wind from the West
 6 53 48 113 20 19.21 122 113.20 22
 103.25 162 30 2.60 3.61
 East 8 1 13 3 10 16 ward Ship by the wind under three Sts
 21 10 10
 60 05 9 10 32 sails at 1 am began to moderate.

made sail accordingly, at 3 Pm heading North under whole topsails & maintop gallantsail so ends

^{9 19}
 8 23 30 22 44 04 60 28 22 01 Monday June 10th 1884
^{7 56} 12 03 22 22
 8 15 34 22 56 9.18 21 23 22 18 This day commences & ends
 10 03 30 23 56 9.23 22 29 29 50 00 18 last / Easter moon
 6 52 56 113 23 19.20 131 113 22 31 with strong breeze & squalls
 103.14 162 15 8.60 1.65
 East 8 1 07 3 08 01 weather carrying maintop gallantsail
 22 56 28 heading by the wind N N W & N by W.

met hale & repaired Fly Blk & bent it & set it so ends

^{9 20}
 8 04 41 22 40 03 39 29 24 31 Tuesday June 12th 1884
^{7 52} 12 03 22 22
 7 56 48 28 12 5.09 20 23 24 02 This day commences with a
 14 43 12 24 12 5.17 26 50 00 13
 6 46 29 113 24 19.08 100 113 24 15 fresh breeze from the West
 101.37 165 48 9.54 10.50
 8 2 54 2 42 30 middle part hauled to W S W & S West.
 East 28 12 42
 3 01 54 42 2 43 12 heading N W & W N W finished fore tops.

^{9 21}
 8 21 37 26 40 03 38 29 23 25 45 Wednesday June 13th 1884
^{7 52} 12 03 22 22
 8 18 18 26 12 5.19 16 23 23 38 This day commences with
 14 58 06 23 43 9.15 22 30 00 13
 6 44 48 113 26 19.15 26 8 113 23 34 light breeze from the S W, middle
 101.12 163 21 9.57 6 34
 East 26 12 2 55 11
 55 28 2 58 06 & latter part Barm bent the old fore
 topsail & repaired the fore topmast staysail so ends.

ster. Bound for New Bedford U.S.A.

2 24 42	15 30	0 36 40	23 26 35
16 42	12 12	0 37 44	23 26 22
58 43	23 08	9 37 12	20 00 0
42 00	113 21	103 8 99	113 26 37
100.30	162 26	9 6 9 99	
East. 13 61	76 13	3 57 34	
60 22		3 58 43	

Thursday June 19th 1884
This day commences with
A light breeze from the S.E. steering
W by N. middle & latter part much
the same sent down fore & aft gallant

sail & repaired it & sent it again employed in re-
pairing the after part shroud to the fore Rigger that
parted the other night, in the gale tried to splice
it but found it so bad that could not do it.

2 24	32 15	0 36 08	23 27 02
48 00	12 08	9 37 44	23 27 24
40 58	32 27	9 38 66	23 27 26
21 02	93 02	18 9 54 34	113 27 26
40 04	113 27	9 47 15	
100.01	168 56	2 19 31	
East. 32 27	84 28	2 21 02	
3-12	32 01		

Friday June 20th
This day light airs &
barnes, steering W N W.
employed in working on the
light air from the S.E. & Eastward
saw lots of Porpoises
finbacks & the water is
full of fine stuff.

8 34 44	26 40	0 34 33	23 27 03
8 03	26 52	0 37 44	20 00 00
26 41	26 29	9 17 43	113 27 03
39 46	22 29	9 10 57	
33 05	113 27	18 15 73	
98.10	162 48	9 57 86	
East. 26 32	81 24	2 58 13	
34 32	2 59 46		

Saturday June 21st 1884
This day commences with
light airs from S.E. steering W N W. middle part
wind increases latter part fine breeze, employed
in putting air & heaving gear, wet half so much
with what I think is the S.E. trade winds.

Remarks on Board Bk. Greyhound T. K. Allen

3.24 P.M. 03 54 8 23 26 39 New Moon
 8 5 2 24 30 03 54 4 23 26 46 Sunday June 22nd 1884
 15 51 23 22 02 20 16 23 26 46
 6 19 57 113 27 18 20 8 09 113 26 43 This day fine breeze from
 94 59 4 161 00 3 09 33 the E.S.E. steering W. & W. carrying
 East 24 42 3 11 23 Royals so ends this day

8 5 2 24 30 03 54 4 23 26 46
 8 51 23 24 42 9 09 14 23 26 46
 15 51 23 21 51 19 22 4 44
 6 23 46 173 27 9 6 12 22 Monday June 23rd
 95 56 4 160 00 3 13 22 This day fine
 East 24 42 3 1 12 breeze from the E.S.E. steering W. & North
 Right 55 18 3 15 09 leather part steering West, imployed in overhauling Blocks.

2.39 P.M. 8 32 54 31 58 02 58 5 23 24 35 Tuesday June 24th 1884
 8 32 54 12 03 58 8 23 24 35 This day commences with a fine
 8 24 48 32 10 06 8 04 23 24 35 breeze from the E.S.E. steering W.
 14 34 26 91 00 8 9 1 23 24 35
 6 09 38 119 26 15 02 6 44 119 24 42
 92 24 166 33 9 51 3 22 middle part light breeze latter part calm
 East 33 17 2 32 13
 32 10 2 34 36 light squalls of wind & rain so ends
 51 07 2 34 36

2 33 P.M. 8 34 28 32 34 03 08 5 23 22 59 Wednesday June 25th 1884
 8 34 28 12 03 58 8 23 22 59 This day commences with
 8 26 20 33 06 8 02 4 02 23 23 25 light airs from the S.S.W.
 14 26 44 21 24 8 8 9 48 23 23 13 steering West middle part wind
 6 00 24 113 23 18 08 1 69 increases & hauls to South
 90 06 167 32 9 49 0 84
 East 33 06 2 24 16
 30 00 2 26 44

Latter part fine breeze, imployed in overhauling Blocks & mending hals so ends, saw lots of Porpoises & saw 3 spouts just at night looked like sperm whale spouts.

Master Bound for New Bedford U.S.A.

$\begin{array}{r} 2 \ 35 \\ 8 \ 46 \ 52 \\ \hline 8 \ 10 \end{array}$
 $\begin{array}{r} 33 \ 12 \\ 12 \ 12 \\ \hline 33 \ 12 \end{array}$
 $\begin{array}{r} 030 \ 24 \\ 030 \ 24 \\ \hline 030 \ 24 \end{array}$
 $\begin{array}{r} 23 \ 20 \ 56 \\ 31 \\ \hline 23 \ 21 \ 27 \\ 20 \ 20 \ 12 \\ \hline 113 \ 21 \ 12 \end{array}$
 Thursday June 26th 1884
 This day strong breezes from the S.E. steering W. & North. until noon then West, carrying East. both Royals, some light trade wind squalls.

$\begin{array}{r} 2 \ 36 \ 4 \text{ pm} \\ 8 \ 49 \ 40 \\ \hline 8 \ 11 \end{array}$
 $\begin{array}{r} 33 \ 02 \\ 12 \ 02 \\ \hline 33 \ 02 \end{array}$
 $\begin{array}{r} 030 \ 65 \\ 030 \ 65 \\ \hline 030 \ 65 \end{array}$
 $\begin{array}{r} 23 \ 18 \ 28 \\ 32 \\ \hline 23 \ 19 \ 05 \\ 20 \ 00 \ 12 \\ \hline 113 \ 18 \ 49 \end{array}$
 Friday June 27th 1884.
 This day strong breezes from the S. & E. until 2 Pm then hauls to S.E. until 12 Mid. Night. steering West, some squally & rainy. Employed in over hauling Blocks, so ends this day.

$\begin{array}{r} 2 \ 33 \text{ Pm} \\ 9 \ 03 \ 34 \\ \hline 8 \ 12 \end{array}$
 $\begin{array}{r} 33 \ 51 \\ 12 \ 02 \\ \hline 33 \ 51 \end{array}$
 $\begin{array}{r} 030 \ 34 \\ 030 \ 34 \\ \hline 030 \ 34 \end{array}$
 $\begin{array}{r} 23 \ 15 \ 37 \\ 41 \\ \hline 23 \ 16 \ 18 \\ 20 \ 00 \ 27 \\ \hline 113 \ 15 \ 57 \end{array}$
 Saturday June 28th 1884.
 This day strong trades from the Eastward steering W. by N. carrying fore & Main Royals so ends, wet hole.

$\begin{array}{r} 2 \ 40 \\ 9 \ 38 \ 50 \\ \hline 8 \ 14 \end{array}$
 $\begin{array}{r} 31 \ 20 \\ 12 \ 03 \\ \hline 31 \ 22 \ 01 \end{array}$
 $\begin{array}{r} 030 \ 14 \\ 030 \ 14 \\ \hline 030 \ 14 \end{array}$
 $\begin{array}{r} 23 \ 12 \ 20 \\ 42 \\ \hline 23 \ 13 \ 01 \\ 20 \ 00 \ 24 \\ \hline 113 \ 12 \ 42 \end{array}$
 Sunday June 29th 1884.
 This day strong breeze from the Eastward, steering W. & N. so ends with warm weather. First Quarter Moon.

Remarks on Board Bk. Greyhound T. C. Allen

8 50 40 31 20 03014 23 08 40 Monday June 30th 1884.
 8 15 12 03646 50
 8 42 25 31 32 009304 23 09 30 This day strong breeze from
 14 40 27 21 06 089264 20 00 27
 4 58 02 13 09 1805228 13 09 03 the Eastward steering W & S.
 74.20 22 33 9.52614 carrying fore & Main Royals
 East. 51 21 2 37 00 in played in overhauling Blocks
 2:51 Pm 2 40 27

10 2.51 Pm. 2 40 27
 10 07 35 30 13 03 03 29 23 04 35 Tuesday July 1st 1864
 8 16 12 03 06 24
 9 59 10 30 13 01 20 28 23 05 36
 14 48 40 31 09 8 8 9 6 43 30 00 30 This day fine breeze from E.
 4 49 21 13 05 19 09 37 4 11 3 04 36
 72 " 20 16 42 9 54 6 8 7 Steering W 1/2 N until noon then West
 East 82 14 2 43 01
 30 13 3 39 saw a Merchant Bark ahead steering
 (employed at usual) 40 Why S' fine breeze & fine weather so ends
 2 41 Pm

10 01 40 33 11 03 04 3 23 00 06 Wednesday July 2nd 1884
 8 12 12 08 6 03 52
 9 53 23 33 23 8 03 3 42 23 01 03 This day commences & ends
 14 20 00 21 12 8 8 6 8 8 20 00 32
 4 35 37 113 01 18 8 6 76 113 00 37 with a strong breeze from the
 6 8 55 167 36 2 42 3 8 8
 East 83 48 2 25 10 S.E. steering West & North, met hole,
 33 23 3 50 2 3 50
 50 25 2 28 00 employed in overhauling blocks so ends this day,
 3 34 Pm 12 22 42

2 33 4 10 12 01 32 21 03 04 85 22 55 12
 8 19 13 02 40 2 2 55 12
 10 03 42 33 43 9 8 8 66 3 22 56 09
 14 27 19 21 13 15 9 7 58 9 22 56 35
 4 23 37 12 56 9 48 9 94 112 55 34
 167 62 2 23 18
 65 55 83 56 2 23 18
 33 42 2 12 19
 East 30 13
 Thursday July 3rd 1884.
 This day strong breeze from the E.S.E, steering W $\frac{1}{2}$ N until noon then West, carrying Royals in place in overhauling Blocks & soon so and so

Master Bound to New Bedford U.S.A.

3.58 This day Passed the Island of Rodriguez.
 11 46 50 19 01 03 18 22 22 49 55 Friday July 4th 1881
 8 20 12 03 54 4
 11 38 30 19 12 03 54 4 This day strong breezes
 15 50 21 21 40 03 54 4 from the Eastward steering
 4 11 51 112 50 03 54 4 West, until 10 am & she rolled so
 62 51 53 43 9 6 7 5 45 East. 19 18 3 50 21 had kept her W by S carry all sail
 saw a Merchant Bk off our Port quarter steering W by S
 for the Cape of Good Hope. so ends the Fourth of July.
 2 34
 10 34 36 32 12 03 29 4 22 44 14 Saturday July 5th 1881
 8 21 12 03 51 5
 10 26 15 32 24 03 51 5 This day light airs, &
 14 33 16 22 02 19 00 80 1 22 45 18 fine weather, wet hole.
 4 07 01 112 45 9 50 40 0
 61 45 16 11 2 24 54 the Merchant Ship we saw yesterday
 33 24 2 33 16 is just in sight to day aster in so ends.
 31 11
 3.4 Pm
 11 15 21 26 48 03 36 6 22 38 08 Sunday July 6th 1881
 8 23 12 03 41 2
 11 01 57 22 00 03 41 2 This day light airs +, calm
 15 06 07 22 16 03 41 2 22 39 15
 4 04 10 112 38 9 58 6 43 22 38 26 steering W by S, so ends with
 61 12 16 11 2 31 16
 East 22 00 3 06 07 one sail off our bar quarter just in sight.
 53 53

Monday July 7th 1881.
 This day light airs + squally weather
 thick cloudy. saw a Merchant
 Ship aster in got no observation
 Full Moon so ends.
 only by D. R. called Lat 22.30 Long 60.25

Remarks on Board Bk Greyhound T.C.A.

2.36 Pm
 10 43 42 38 12 03 65 1 22 24 44 Tuesday July 8th 1824
 10 34 35 33 27 8.9 8 026 22 26 13
 14 22 21 23 10 2.8 9 081 20 00 41 This day strong breeze from
 3 47 52 112 25 18.9 41 80 112 25 14 the Southward, steering W by S
 56 58 169 02 2.4 7 090 carrying S^{ail} according to the
 East 33 31 2 17 37 weather so ends this day's sail.
 51 04 2 22 27 Passed Mauritius to day.
 at 4 Pm saw a Merchant Bk steering for Mauritius.

2 46 Pm
 11 11 42 29 12 03 38 22 17 35
 8 26 12 03 38 22 17 35
 11 03 21 80 04 0.9 0 2 3 22 18 46
 14 42 01 23 35 18.0 5 3 06 20 00 52 Wednesday July 9th 1824
 3 38 46 112 18 18.0 5 3 06 112 17 54 This day fine breeze from the Southward
 54 41.5 166 17 9.5 2 6 53 & S.S.E. steering West by S. with hole.
 East 33 04 2 34 38
 30 04 2 42 07

2 48
 11 21 03 28 53 04 18 0. 22 09 52
 8 28 12 03 38 22 17 35
 11 19 21 35 05 0.9 0 2 3 22 11 12
 14 42 01 23 35 18.0 5 3 06 20 00 52 Thursday July 10th 1824
 3 32 39 112 16 18.0 6 8 64 112 10 17 This day commences with a
 53 93 166 01 1.3 8 4 52 fine breeze middle & better part light
 East 33 00 2 40 06
 28 05 2 45 14

Airs + Carms steering W by S & S. saw a merchantman eastern
 set up the fore & main top gallant back stays, & Royal stays, so ends.

3.24 Pm
 12 04 31 22 10 03 28 22 01 56
 8 29 12 03 38 22 17 35
 15 25 04 22 22 0.9 2 4 52 22 03 08
 3 29 53 112 02 18.2 5 4 83 20 00 52
 52 28 2 15 17 9.6 2 7 41 112 01 56 Friday July 11th 1824

East 22 32 3 20 43 This day light Airs + Carms
 57 15 3 25 39 trying to steer W by S & S. at work
 on the rigging, saw a Merchantman eastern, trying
 to steer the same as we are steering so ends with
 at noon put the Steward in Irons. A. Carm.

Master Bound to New Bedford U.S.A.

2:26 Am

11 00 45 31 18	0 0 26 1	21 53 32
8 30	12 0 32 53	1 12
11 01 15 31 31	0 0 25 31	21 54 42
14 28 14 25 13 9 0 1 30	90 00 52	11 53 35
3 26 59 11 54	13 97 32 1	
51.. 45 168 32	2 48 66 0	
East. 84 19	2 22 51	
52 49	2 24 14	

 Saturday July 12th 1884
 This day commences with light air from the Northerd
 Steering W by S & S. in middle part came
 Latter part light breeze from the N.W.
 saw a merchant ship astern, wet hole & Painted Blocks
 Sterward still in Irons so ends this day still.

2:54 Pm

11 40 34 22	45 0 44 21	21 44 46
8 32	12 0 32 03	1 18
11 32 02	25 57 9 1 12 3	21 46 04
14 51 48	25 57 9 1 12 3	20 01 10
3 19 47	11 45 18 10 0 32	11 44 54
49.. 57	163 07 5 55 0 16	
East. 82 37	2 46 19	
54 36	2 51 49	

 Sunday July 13th 1884
 This day commences with a fine breeze from the N.W. Steering W.S.W.
 at 11 Pm hauls to the Southerd gradually
 at 1 Pm tacked Ship heading by the wind N.W. wind hauls
 slowly at daylight Ship heading N.W. and at 2:54 Pm
 Ship heading W by N. so ends with light air from N.W.

2:21

11 13 53	31 38 14 57 3	21 35 38
8 33	12 0 31 6 2	1 22
11 05 20	10 0 19 57 2 3	21 37 02
14 23 06	20 5 19 00 24	20 02 52
3 16 46	11 36 18 93 4 87	11 36 03
49.. 11 1/2	169 36 9 46 7 43	
East	102 10 2 16 39	
52 38	2 22 06	

 Monday July 14th 1884
 This day light air from all points
 of the Compass, trying to steer
 W.S.W. some squally, & rainy. Caught two bbls
 of rain water, at noon let the Sterward out
 of Irons so ends with light air & thick
 heavy dark looking weather.
 Started a Cask of water

Remarks on Board Bk Greyhound T.B. Allen Mo

3.12 Pm Last Quarter Moon
 00 08 57 23 32 04665 21 26 21 Tuesday July 15th 1894
 08 34 12 0 2 1229
 09 01 23 23 44 2 302 21 27 22 This day commences +
 09 16 26 26 05 182 1308 11 26 07 ends with light airs +
 3 15 02 11 26 182 1308
 48 45 161 13 260654
 East. 30 37 3 10 49
 23 44 3 16 25
 56 53 3 16 25
 Barms wind in squalls from all points of the compass and now its ear employed in over hauling foot ropes, Caught a little water,

2.30 Pm
 11 27 09 31 16 04600 21 16 14 Wednesday July 16th 1894
 08 36 12 0 3068 21 17 42 This day commences Barms
 11 18 33 31 28 2 00581 11 16 31
 14 30 11 23 38 2 0012
 3 11 38 111 17 1898221
 47 54 168 23 249110
 East. 37 41 2 28 33
 52 43 2 30 11
 the S.C. trying to steer W.S.W. but heading from W.S.W. to W.S.W. most of the time, over hauling foot ropes got up the bone +

2.26 Pm
 11 27 37 32 09 04652 21 09 22 Thursday July 17th 1894
 08 37 12 0 3014 21 07 22 This day commences with a
 11 18 00 32 15 8 96853 21 07 22
 14 23 21 26 03 1894137 11 06 18
 3 04 27 111 06 1894137
 46 07 169 24 9 47012
 East. 37 42 2 18 33
 52 27 2 23 25 W.S.W. Latter part squally, with wind from all points of the compass. Caught some more water.

2.34 Pm
 11 42 28 29 28 04955 20 55 24 Friday July 18th 1894
 08 37 12 0 28662
 11 33 49 29 40 8 96853 20 55 24 This day first part got Cheery
 14 38 22 26 48 18 02148 11 05 33
 3 04 33 110 56 18 02148
 46 08 162 24 2 37 374
 East. 83 42 2 32 24
 28 40 2 38 22
 54 02 4 Pm. Close reefed the topsails, at 8
 Am moderates some shook and reef out of each
 topsail, at 5 am were S'hip heading W by S, at 11 am had 10
 sail on her.

ster Bound for New Bedford U.S. America

<p>3.21 00 28 35 22 21 00 28 35 22 21 08 19 35 22 21 08 19 35 22 21 03 19 35 22 21 03 19 35 22 21 3.10 02 110 44 9.6 18 36 43.00 161 04 3 13 52 East 22 23 33 3.00 Pm 57 54</p>	<p>20 44 21 Saturday July 18th 1884 20 46 30 20 46 30 110 44 17</p>	<p>This day light breeze from the Southerd + S.E. steering W.S.W. carrying every thing, met hole so ends</p>
<p>00 10 36 25 60 05 8 67 08 01 34 26 02 0.0 23 50 02 53 21 26 02 0.0 23 50 2 31 27 110 33 10.1 0 48 42 52 165 42 1.5 5 2 48 East 26 02 2 46 12 56 49 2 53 27</p>	<p>20 33 09 Sunday July 20th 1884 20 34 30 20 34 30 140 33 09</p>	<p>This day commences with a fine breeze from the S.E. steering W.S.W. carrying every thing so ends</p>
<p>3 43 Pm 1 08 55 16 85 06 6 56 0 43 12 0.0 23 50 1 00 13 16 45 0.0 23 50 3 44 05 30 35 0.0 23 50 2 43 56 110 21 1.3 2 132 40 59 130 03 5.6 6 62 East 55 01 3 38 58 62 14 3 44 05</p>	<p>20 21 32 Monday July 21st 1884 20 22 53 20 22 53 110 20 59</p>	<p>This day strong breezes from N.W. Ship by the mind heading about W by S. + W.S.W. carrying every thing but Royals so ends</p>
<p>11 56 41 28 56 06 3 05 11 47 57 28 08 8.0 4 09 14 26 09 30 36 9.0 1 53 2 38 12 110 10 18.0 5 6 11 39.33 165 52 9.4 7 8 05 East 54 56 2 18 58 25 08 2 18 58 55 48 2 26 09</p>	<p>20 09 32 Tuesday July 22nd 1884 20 10 57 20 10 57 110 09 43</p>	<p>This day commences with a strong breeze from the N.W. Ship by the mind W.S.W. at 6 Pm had a heavy tempest with a shift of wind to the S.W. and rain at a fine strong breeze heading by the mind N.W. on port tack, with light sails furled + one reef in fore topsail so ends. at 8 am wind hauled to Southerd at 2 Pm steering W by S. with the wind at New Moon South.</p>

Remarks on Board Bk Greyhound T. C. Allen

July 23rd 1854

Wednesday This day began to end with a sail in sight astern.

3 12 Pm			
00 50 55	20 45	06 2 10	19 57 12
8 42	12	02 2 10	15 52 40
00 42 08	20 57	09 5 29	10 1 50
3 19 46	31 10	10 2 20	109 56 50
2 37 27	109 57	7 61 2 60	
39 24	162 04	3 18 23	
East.	81 02	6 13	
	20 82	3 19 46	
	60 00		

Thursday July 24th 1854

This day commences with a light breeze from the N.W. steering W.S.W. by the wind. at 9 Pm squalls of rain with Thunder & light.

2 42			
00 22 02	23 13	06 9 62	19 44 33
8 42	12	02 6 33	15 46 03
00 12 12	35 25	09 06 264	10 1 30
2 47 53	31 35	09 28 18	109 44 33
2 36 38	109 45	10 08 62	
39 08	166 45	09 43 38	
East.	83 23	2 48 38	
	23 26	6 33	
	57 57	2 49 53	

at 3 Pm wind hauls to W.S.W. by compass & clears off & breeze on at 8 Am wore ship heading N.E. by N. under Double rips & Canvas at 2 Pm saw a Merchant ship heading by the wind on starboard tack.

Friday July 25th 1854

This day commences with a gale from the N.W. laying to under close reef Main & Fore sail.

00 21 55	23 58	06 8 46	19 31 34
8 48	12	02 5 20	15 32
00 13 07	26 10	09 25 386	10 33 06
2 47 14	31 20	09 25 22	10 1 49
2 34 07	109 31	10 07 324	109 31 23
38 32	167 01	09 36 62	
East.	83 30	2 48 58	
	25 10	6 15	
	57 20	2 47 14	

at 11 Am set fore sail, at 6 Am set fore top sail close reefed. Latter part moderates made sail accordingly. at noon had every thing set with a light breeze from the S.W. and a heavy sea on, at 2 Pm Began & raining heavy, saw a Merchant man to windward steering the same as we are ship heading about from N.E. to West, so ends.

Master Barruel to New Bedford U.S. America

2 33
 00 13 00 21 58 01 138 19 18 16 Saturday July 20th 1884
 2 30 24 32 00 9.92136 10 00 00
 2 26 14 109 18 18.98086 109 18 16 This day commences calm
 36 33 + 169 29 9.49043 at 2 P.m. got a light breeze from the
 East 28 11 2 24 08 Northward & steered N by N Middle part
 56 33 2 30 24 strong breeze. Latter part took in the light

sails & put one reef in the topsails at 2 P.m. moderates.
 shook one reef out main topsail & set main top gallants.
 the large full rigged ship that was ahead yesterday, was
 astern this morning and now is out of sight so ends,

3.18 P.m.
 00 34 32 23 25 03 078 18 04 38 Sunday July 21th 1884
 2 30 24 32 00 9.92136 18 05 02 This day commences
 2 18 34 109 04 18.15652 with a fresh breeze from the Northward
 34 33 164 31 9.57826 steering N by N. at 6 P.m. wind hauls
 East 23 32 2 58 00 to the westward, at 10 wind S.W. tacked ship heading N.W.
 58 38 3 04 15 with a fine breeze & every thing out, latter part moderates.

2.19
 00 12 22 29 25 03 103 18 39 42 Monday July 22th 1884
 2 16 38 109 04 18.15652 18 40 26 This day commences with a
 34 10 170 23 9.42836 fine breeze from the S.W. ship heading by
 East 29 30 2 13 38 the wind N.W. at 2 P.m. almost calm
 55 22 2 20 12 at 11 P.m. strong breeze from the N.W. took in the light sails
 & put one reef in fore & main topsails, it blowing on fast &
 Lightning sharp in the N.W. & S.W. at 2 a.m. wind S.W. at 3 a.m.
 more ship heading N.W. by W. took in every thing it blowing a gale of wind
 from S.W. with heavy squalls & dark rain.

Remarks on Board Bk. Greyhound T. G. Allen

2.44 Pm
 00 39 29 27 01 06 38 18 26 27
 6 34 12 02 30 1 28
 01 30 25 27 13 8 0 11 18 37 35
 2 46 06 31 05 8 9 18 36 90 1 41
 2 15 41 108 36 18 8 6 7 5 4 108 36 14
 33 55 166 54 8 3 3 3 7 7
 East. 83 23 2 38 54
 22 13 2 6 12
 56 14 2 46 06
 First Quarter
 Tuesday July 28th 1884
 This day commences with a heavy gale of wind from the S.W. and very heavy squalls, latter part a little more moderate. at 1 Pm. set close reef maintop sail.

9.24 Pm
 1 09 37 28 14 06 8 4 18 21 54
 8 55 12 02 22 66 1 30
 1 51 02 33 26 9 1 6 1 6 18 23 24
 3 49 57 31 33 8 9 2 1 8 2 2 09
 2 08 33 108 21 18 18 28 1 68 21 18
 32 14 163 20 9 5 9 1 40 108 21 18
 East 81 40 3 13 43
 23 26 3 6 10
 58 14 3 09 57
 Wednesday July 30th 1884
 This day commences with a gale of wind from the S.W. ship laying on the Port tack heading by up to N. at 4 Pm set close reef foretop sail & set the foresail & the Mainail and so made sail as it moderated at 10 am had every thing set. at 1 Pm Barm so ends with a bar on gale.

3.34
 1 37 44 19 38 07 56 18 07 02
 8 56 12 02 20 4 1 18
 1 28 48 19 50 8 22 38 6 18 08 21
 3 28 12 32 51 8 3 9 9 1 90 2 24
 1 59 24 108 26 18 2 6 0 4 3 108 05 57
 29 51 160 47 9 6 3 0 2 4
 East. 80 23 3 22 03
 19 30 3 6 02
 60 33 3 28 12
 Thursday July 31st 1884
 This day commences with a light breeze from the E. a light Barm. at 7 Pm got a light breeze from the Northward at 9 Pm a good breeze steering W by N. at 1 am steered West at 3 am W by S. with a fresh breeze & smooth. at 10 am wind hauled to N.E. by Compass at 11 1/2 am tacked ship heading by the wind N.W. took in the Royals at 2 Pm took in the foretop gallies so ends with fine breeze & from S.W. by S. true.

Master Board for New Bedford U.S. A.

saw several flocks of cut & quail + saw fin backs.

Friday August 1st 1884 This day commences with a fine breeze from the S.W. ship by the wind heading West true, at 11 Pm wind hauls to S. true. Ship heading W.S.W. a tremendous heavy swell on caused by a strong current setting to the W.S.W. against the wind at 3 Am wore ship heading offshore at 5 Am wore back again at 8 Am moderates same made sail accordingly steering W by S one half S. saw the land bearing N.W. distance 20 miles. Paint Hood Thick over cast weather got no Observation only by Dr
Lat 33 23 S. Long 28.20 E.
so ends with the wind at S.E. fine breeze steering W by S.

3.09 Pm

1	29	14	23	32	08484	17	36	25
	8	59		12	02082		1	1
1	20	15	23	47	8.08589	17	37	36
2	37	30	34	40	8.98427	40	32	38
1	37	15	107	36	18.12586	107	35	33
			166	00	8.56298			
24	10		83	00	2 51 37			
Cast			23	44	5 59			
			59	16	2 57 30			

Saturday August 2nd 1884 This day commences with a fresh breeze from the S.E. steering W by S $\frac{1}{2}$ S. at 2 Pm steer W by S until 11 Pm then West. until 1 Am then the wind hauls to N.E. & steered W by North. until 5 Am then W.N.W. carrying every thing. Clear & Pleasant & very smooth. as the wind is with the current, makes it so. Current very strong setting to the west S.W. see the land plain all along about 30 miles off plenty of Birds fin backs + squid. the land quite high.

Remarks on Board Bk Greyhound T. C. Allen

8 34
 2 08 15 18 34 0 8 13 17 20 44 Sunday August 3rd 1884
 9 00 15 18 46 0 20 14 17 21 40
 2 00 15 18 46 0 20 14 17 21 40 This day commences with a
 3 28 02 35 28 0 9 43 93 107 19 08
 1 27 47 102 15 18 26 05 5 fine breeze from the N.E. steering N by N 1/2
 21 57 161 33 26 30 25 N. Carrying every thing, at 6 am wind
 Cast 80 46 3 22 08 hauls to North. & at 9 am to West.
 18 46 3 22 08
 62 00 3 28 02

Ship by the wind heading S.W. at 3 Pm wore ship heading by the
 wind N.N.W. under whole topsails & Courses it breezing on.
 this day saw the land all along land very high so indistinct.

3 28
 2 11 54 18 33 0 8 61 17 14 42 Monday August 4th 1884
 9 00 15 18 46 0 20 14 17 21 40
 2 00 15 18 46 0 20 14 17 21 40 This day commences with
 3 28 02 35 28 0 9 43 93 107 19 08
 1 26 46 102 15 18 26 05 5 A strong breeze from the Westward.
 21 41 161 33 26 30 25
 Cast 80 46 3 28 02 Ship by the wind heading N by W.
 18 46 3 28 02
 62 00 3 29 38

at 5 Pm Close reefed fore & main topsails & furled the
 mainsail it blowing heavy, at 12 moderates shook one
 reef out main topsail & set mainsail at 2 am wore ship
 off shore heading W.S.W. at noon saw a Ship standing in shore
 at 3 Pm wore ship heading in shore by the wind North.

3 28
 2 08 15 18 34 0 8 13 16 48 25 Tuesday August 5th 1884
 9 00 15 18 46 0 20 14 17 21 40
 2 00 15 18 46 0 20 14 17 21 40 This day commences with
 3 28 02 35 28 0 9 43 93 107 19 08
 1 24 35 102 15 18 21 21 8 strong breeze from the N.W.
 21 09 163 08 26 06 05
 Cast 81 34 3 10 30 Ship by the wind heading N. middle port
 18 46 3 10 30
 60 24 3 12 22

minor alterations came down to Close reefs. At 6 am wore ship off shore.
 at 11 am wore ship in shore moderates set main & Sails heading N.N.W.
 saw 4 ships full rigged heading by the wind.

Master Bourn for New Bedford U.S.A.

Broke out Flour. Full Moon

2.55
1 44 05 24 08 08 53 16 31 58
1 35 01 24 13 9.10 106 32 51
2 89 01 34 43 9.9 30 11
1 24 06 106 31 18 13 54 106 30 40
21 11 1/2 165 31 8 24 5 2 3 31
East 27 15 2 3 36
58 30 2 39 05
This day commences with a fine breeze from the N.W. ship heading in shore at 2 Pm minds light every thing set but Royals, middle t. better part Barm saw the land bearing N distance 15 miles, saw 1 ship steering to the Eastward.

2.2 Pm
00 48 23 31 16 08 18 16 18 04
1 35 20 31 28 08 16 16 03
2 01 03 32 30 16 14 03
1 21 43 106 15 16 14 35
20 25 1/2 173 13 1 55 35
East 86 36 5 24
35 08 2 01 03
Thursday August 2th 1884
This day commences Barm, at 10 am got a light breeze from the W.N.W. ship by the wind heading off shore S.W. at 5 am heading W by S. at noon tacked ship heading in shore N by W. & S.W. carrying Royals. Thick foggy & drizzly weather saw 1 ship steering to Eastward.

3.54 Pm
2 44 04 15 12 08 8 1 5 51 58
1 9 7 12 01 1 10
2 34 53 12 24 9.30 2 15 15 58 58
3 53 59 35 30 9.9 48 55 105 56 50
1 19 02 105 56 15 3 58 82 105 56 00
19 45 156 50 9.6 3 76
East 78 23 3 48 38
63 01 5 21
Friday August 3th 1884
This day commences with light breeze from the westward & thick foggy weather ship heading in shore N.W. middle part minds light & visible some times from the Northward & some thing from the Southward ship on both tacks trying to make western at 4 Am got a breeze from the W.N.W. ship heading in shore N. At 10 Am tacked ship off shore heading S.W. with the Cape Lagullas bearing about N.N.E distance 12 miles, saw 6 ships same heading in shore & some off shore the same ones that we saw last Monday they don't get along any faster than we do & master. All large ships & all the seaward but now.

Remarks on Board Bk. Greyhound T. C. Allen

2.38 Pm

1 32 30 27 24	0 8 6 6 4
9 8 12	0 1 6 4 4
1 23 22 27 36	9 0 0 8 51
2 38 46 35 00	9 2 2 1 27
1 15 24 105 10	19 0 3 3 86
18. 51 168 16	9 5 1 6 9 3

15 40 38 Saturday August 9th 1884.

This day commences with fresh breezes from the W & W. ship by

the mind heading off shore S.W. middle t. Latter part light breeze & fine weather at 10 Pm tacked ship heading in shore N & W. carrying Royals saw two ships to leeward t. two to windward. at 2 Pm tacked ship off shore heading by the mind S.W. saw the land bearing N.E. distance 30 miles. so ends with fine weather have had a little westerly current the last 2 hours, the first we have had since we passed Algoa Bay one week ago. to morrow so ends.

3 06 17 13 20	0 4 4 4 4
9 9 12	0 1 5 7 8
2 57 08 13 32	9 3 5 9 6 8
4 19 06 34 20	9 9 3 0 7 8
1 11 58 105 21	19 4 1 1 1 2
17. 59 30 153 33	9 7 0 3 5 6

13 29 03 Sunday August 10th 1884.

This day commences with fine breeze from the W & W. at 5 Pm

tacked ship in shore heading N by W. at 11 Pm rose the light on Cape of Good Hope bearing North. tacked ship off shore heading S.W. by S. at 3 Am tacked ship in shore heading N. t. N by W. at 8 am Cape G. Hope bearing N.E. by N distance 10 miles. tacked ship off shore. again heading S.W. at 12 noon tacked ship again in shore heading N. t. N & W. same squally. at 4 Pm Cape good hope bearing N.E. distance 35 miles, we have weathered the Cape at last. & got round ahead of the whole fleet none of them are in sight only one bark. one mile off our lee bow.

2.33 Pm. 13226 30 34 05565 15 05 12 Granday August 11th 1224

2. 5 3 10 30 0 0 0 0 14 4 0 2 Tuesday August 12th 1881

2 08 93 30 00 066 99 14 28 48 Wednesday Aug 13th 1884

part all night. Began steering N. N. W. so ends this day.

3 3 1/2 18 45 06 35 3 14 10 15 Thursday August 14 1904

14	10	45	This day light air from S.W.
10	2	25	
10	2	25	

<u>42</u>	<u>06</u>	<u>104</u>	<u>88</u>	<u>97</u>	<u>22</u>	<u>16</u>	O.S.B., steering N & W, truck
<u>10.</u>	<u>30</u>	<u>134</u>	<u>22</u>	<u>91</u>	<u>6</u>	<u>29</u>	<u>21</u>
		<u>12</u>	<u>1</u>	<u>9</u>	<u>3</u>	<u>5</u>	<u>11</u>

Cost $\begin{array}{r} 1235 \\ 3712 \\ \hline 24533 \end{array}$ Cloudy weather so ends so work on the River

in singing!

Remarks on Board B.K. I. Hound T. C. Allen

[illegible]

employed in cleaning Iran mask, net hole, so ends, earn

2³⁴⁶¹⁰ 28³⁴ 0⁵³⁸⁰ 19¹³¹⁸ Sunday August 17th 1844
 P¹⁸ 12 0¹¹⁶⁰ 19¹³³⁴
 2 3⁵ 52 29⁰⁶⁹ 2³⁵³ 19¹³³⁴ This day commences Barin.
 3 0⁹ 26 27⁰⁶⁹ 2⁹⁰⁵⁰ 20²²²
 30 34 100 11¹⁵ 1⁹ 12⁵ 103¹¹ 15 middle part light breeze from
 7¹¹ 38 160 13¹⁵ 2⁵⁹ 56² the NNE. & NNW. ship heading on both
 East 2⁰⁰⁶ 3 0⁵⁴¹ tack + steering NNW where she can. Latter part light breeze from NW.

2 31 05 Pm
 2 46 10 29 42 63 03 3 12 53 50
 9 20 12 0 11 0 4 12
 2 30 50 25 54 9 2 41 0 12 54 07
 3 08 23 27 10 28 8 46 8 90 2 32
 28 33 102 52 18 187 59 102 51 35
 28 33 159 86 259 379
 7 02 29 55 3 04 51
 East 29 54 3 03 32
 50 04 3 08 23
 Monday August 12th 1894
 This day commences with
 light Airs from the N.W. middle
 East & latter part light Baffling Airs
 from N.W. to E. & N.E. employed in painting
 Ships Sides aloft fore yard main topsail yard
 & foremast, also in cleaning Iron works, so end

Master Bound for New Bedford U.S.A.

3..03 Pm
 2 49 20 31 22 04 7 08 12 34 12
 9 21 12 01 10 47
 2 40 09 31 34 23 31 12 34 29
 03 19 26 12 27 30 1
 23 10 102 32 19 16 5 78 20 2 34
 5 " 45 160 18 2 58 2 86 102 31 55
 East 31 34 3 00 00
 48 35 3 03 19
 started a back of water,
 Tuesday August 19th 1844
 This day commences with
 A fine breeze from the Westward
 Steering N N W. middle part wind
 hauls to S.E. latter part light breeze from S.E. & E.S.E. saw
 two ships steering to the N.W. same drizzly so ends.

3 " 2 Pm
 2 54 16 32 08 04 3 32 12 14 23
 2 22 12 00 9 22
 2 44 54 32 20 2 46 0 1
 3 3 23 2 3 10 8 6 3 12
 18 29 10 2 12 18 16 7 06 102 12 03
 4 " 37 189 42 2 58 3 53
 East 32 30 3 00 78
 47 31 3 03 23
 Wednesday August 20th
 This day commences with
 A light breeze from the S.E. steering
 N N W. middle latter part the day
 New moon
 saw one ship steering the same as we are cleaning ironing

3 50
 3 42 03 24 32 03 2 16 11 54 21
 2 23 12 00 4 42 17
 3 32 42 24 27 2 8 8 1 01 11 54 36
 3 46 04 23 38 19 3 40 47 20 2 19
 13 22 101 52 2 67 0 23 101 52 15
 3 " 20 150 37 3 49 14
 East 24 42 3 46 04
 30 31
 Thursday August 21st 1844
 This day commences with
 A light breeze from the S.E.
 Steering N N W. & N by W. latter fine
 breeze saw one ship astern steering N N W so ends.

3 13
 3 13 37 32 58 03 2 53 11 34 04
 9 23 12 00 8 56 2 36
 3 04 12 33 11 30 7 04 11 31 32
 3 09 58 21 54 2 8 5 03 20 00 00
 5 47 101 32 19 19 8 80 101 31 32
 1 " 27 156 37 2 59 40
 East 38 11 3 05 24
 45 07 3 08 58
 Friday Aug 22nd 1844
 This day commences with
 A fresh breeze from the
 S.E. steering N by W 1/2 W carrying
 Royals imployed in Pating
 the Tops & same of the Iron work so ends.

Remarks on Board Bk G. Bound T.C.

2.38

3 01 42 37 40 02 28 5 11 13 44 Saturday August 23rd 1884
 9 26 12 00 8 33 11 14 01 This day commences + ends
 52 16 37 328.2 5 3 16 80 2 40 with a fresh breeze from the S.E.
 51 22 20 189.5 2 3 52 101 11 21
 54 159 21 9.5 5 6 8 8 Steering N.N.W. employed in painting
 13 1/2 miles 79 40 2 48 02 top gallant yards met hale so ends,
 West 37 32 2 2 20
 41 48 2 51 22

3 22 37 36 15 02 360 10 33 09 Sunday August 24th 1884
 9 21 12 00 7 81 80 2 40 This day commences with
 3 13 10 36 278.3 1 2 88 100 50 29 fresh breeze from the S.E. steer
 3 23 14 18 438.2 2 1 69 ing N.N.W. carrying Royals,
 9 56 100 50 18.1 7 0 98 fore & main so ends,
 2. 29 156 00 9.5 8 5 49
 West 78 00 3 01 10
 36 27 2 4
 41 33 3 03 14

3 15 00 Monday August 25th
 3 34 00 36 20 01 8 11 10 32 35 This day commences with
 9 21 12 00 0 0 81 12 10 32 08 A fresh breeze from the S.E. steering
 3 24 31 36 32 9.3 4 2 83 N.W. by N. carrying Royals,
 3 07 03 17 03 9.8 1 2 54 80 2 40
 17 23 100 21 18.1 8 9 75 100 2 28
 4. 21 154 01 9.5 9 4 37
 West 77 64 3 08 21
 36 32 3 07 08
 40 32 3 07 08
 saw one ship astern in the morning at noon out of sight west.

3 45 58 34 37 01 6 44 10 11 30 Tuesday August 26th 1884
 9 20 12 00 0 0 41 80 10 12 This day commences
 3 24 28 35 09 9.3 5 9 56 80 10 12 with a strong breeze from the S.E.
 3 17 06 15 40 9.5 1 0 91 80 3 01
 28 22 100 0 2 18 3 33 74 100 0 2 11
 3. 50 1/2 150 56 9.6 1 6 87 at 6 am Rose St Helena ahead
 West 75 28 3 13 35 distance 15 miles. at 10 1/2 am was off the town & the
 40 18 3 15 06 Captain went ashore & came off at 3 P.M. & we left
 for home steering N.W. so ends with 4 sails in
 sight steering to the N.W.

Allen Master Round for New Bedford W. A. T.

3.04 P.m.
 3 31 33 41 25 01485 9 50 26 Wednesday August 27th
 9 31 31 12 00647 18
 22 23 41 41 1.30857 9 50 04 This day commences & ends
 48 34 14 37 1.77502 20 2 23
 33 28 99 53 1.10533 9 52 51
 8. 22 156 31 2.55269 with a fresh breeze from the S.E. steering
 West 25 13 2 47 20 N West so ends this days tail.
 41 42 1 74

3.4 P.m.
 3 48 15 40 13 01825 9 28 12 Thursday August 28th 1884
 9 33 13 00391 36
 3 38 42 40 25 9.35312 9 28 36 This day commences & ends
 2 56 57 14 05 9.74490 20 2 43
 41 45 99 26 1.14724 9 25 53
 10. 26 163 56 2.55262 with a fresh breeze from the
 West 26 57 2 56 01 S.E. steering N.W. so ends in
 10 23 2 56 57 in clearing the windless.
 36 33 2 56 57 First Quarter Moon

3.03 P.m.
 3 52 15 41 25 01148 9 07 49 Friday August 29th 1884
 9 34 13 00548 32
 3 43 41 41 30 9.55481 20 2 43
 2 53 41 13 07 9.76146 20 2 43
 49 00 99 54 1.13321 9 04 26
 12. 15 163 50 2.56660 This day fine breeze & fine
 West 26 57 2 53 32 weather steering N.W. & N. in
 33 16 2 33 41 in Taring down the Rigger.

3 52
 4 44 54 41 45 01000 4 46 15 Saturday August 30th 1884
 9 35 13 00505 20 2 43
 3 51 23 41 45 9.36913 20 2 43
 2 54 23 12 15 1.13784 20 2 43
 56 56 122 55 2.56887
 7. 14 26 57 2 34 09
 West 41 42 2 34 09 Painting job & fly job have so ends.
 34 30 2 34 23

3 4 P.m.
 4 13 20 40 15 00553 8 24 28 Sunday August 31st 1884
 9 36 13 00463 20 2 43
 4 03 44 41 00 9.45036 20 2 43
 2 58 23 11 18 1.16504 20 2 43
 1 03 51 58 21 2.58252 20 2 43
 15. 58 250 42 2 58 57
 West 25 24 2 58 57 Steering N.W. by N. better part light
 34 15 breezes.

Remarks on Board Bk Greyhound T.C. Allen

2 48						Monday September 1 st 1884
4 12 33	42 53	00 40 6	4 02 50			This day commences with a
4 02 36	43 03	8.09 120	5 05 54			fine breeze from the ESE steering
2 53 10	40 12	1.73 200	10 04 43			NW by N so ends Taring down
1 09 43	32 05	16.13 510				
17 26	151 25	5.56 753				
West	75 44	2 53 21				
	43 03	2 53 10				
	32 58					
9.50 Am						Tuesday September 2 nd 1884
5 03 50	33 14	00 54 4	7 44 54			This day commences with a
9 39	12	00 09 38	7 38 38			fine breeze from the SE steering
4 44 11	33 26	8.53 386	80 3 26			NW $\frac{1}{2}$ N employed in Taring
3 36 21	9 03	8.77 541	17 36 13			down Rigger so ends
1 17 44	9 36	18.3 1804				
19 26	140 03	9.65 902				
West	70 02	9 37 04				
	33 26	9 37 04				
	36 36	9 36 27				
5 9 48						Wednesday September 3 rd 1884
11 41	33 49	00 42 1	7 12 52			This day commences with a
9 40	12	00 34 3	7 17 2			fine breeze from the ESE steering
3 02 02	33 54	8.54 365	7 16 32			NW employed in clearing Iron work so ends
2 33 46	9 52	8.76 532	7 13 26			
1 26 21	9 12	18.3 1668	7 13 11			
21 33	139 03	8.55 834				
West	61 32	3 36 42				
	33 34	3 36 42				
	33 38	3 35 46				
3 13						Thursday September 4 th 1884
4 45 40	42 02	00 34 4	6 55 41			This day commences, ends
9 42	12	00 31 3	6 53 35			with a fresh breeze from the
3 36 38	42 14	8.46 081	6 53 06			full moon
3 01 29	7 14	10.21 032	6 52 13			ESE + SE steering NW so ends
1 35 28	96 52	15.17 810	96 52 13			
23 52	146 24	8.58 803				
West	73 12	3 02 48				
	42 12	3 01 28				
	30 54					
4 56 18	43 24	00 26 2	6 34 35			Friday September 5 th 1884
9 43	7 2	00 22 0	6 34 35			This day fine breeze from
3 41 28	43 06	8.46 136	6 32 51			the SE steering NW
2 37 13	96 17	19.16 029	6 29 59			employed in clearing Iron
1 44 12	96 30	19.16 029				work so ends
26 3	146 23	8.58 011				
West	73 11	2 38 48				
	43 36	2 38 48				
	29 33	2 37 13				

3 16
 5 01 20 41 55 00 12 2 6 12 01 Saturday September 6th
 9 24 12 00 24 7 54
 4 57 36 42 07 9.49 3 5 6 10 21 This day commences with
 3 04 35 5 50 15.69 3 01 50 2 21
 1 53 01 8 50 15.19 4 89 86 07
 28. 15 143 20 5.59 7 44 a fine breeze from the S.E. steering
 West. 71 40 3 06 3 6 long N.W. employ on in taring &
 42 07 3 04 35 Painting so ends
 29 33

5 11 10 49 42 20 110 2 16
 9 46 12 20 219 3 49 01 1
 3 01 24 43 54 11 30 1 51
 2 58 08 4 5 6 113
 2 03 16 4 5 18 167 50 5 48 30 6
 30 49 43 44 3 00 34 43 44 43
 West. 71 52 2 58 08 8 steering N by W. so ends.
 3 29 27 58
 5 14 10 45 93
 25

100.	04	23	45	2	5	5	5	Monday September 9th 1881
100.	51	20	50	2	5	5	5	
100.	13	23	50	2	5	5	5	
33	21							
West								
	26	21						

 This day commences & ends
 with a fresh breeze from the S.E.
 Steering N.W. by W. until 10 am then N.W. at 5 am
 saw the Island of Fernando Ramara bearing S.W.
 distance about 30 miles. so ends this day

³	⁴									Tues day September 9 th 1824
5.	2 ⁶ / ₁₀	49	45	20		15	5	24	15	This day commences with
		42		10		4		2	14	A fresh breeze from the
5.	14	55	45	50	5.	11	5	01		S.E. steering N.W. so ends
5	33	00	1	50	5.	33	18	50	2 53	
						11	46	89	94 37 08	
2	21.	55	94	58		5	43	44		
35..	28		142	04		2	53	57		
West.			71	32		2	53	00		
			43	33						
			25	27		2	53	00		

Remarks on Board Bk Greyhound T.C

^{3 14}
^{5 43 49} ^{43 02} ^{1 53 54 44} ^{4 41 39}
^{1 2} ^{1 63 52 52} ^{2 13} Wed September 10th 1884
^{5 39 11} ^{43 14} ^{18 19 37 9} ^{4 7 14}
^{3 02 56} ^{13 13} ^{1 5 5 5 5 5} ^{10 3 14} This day commences & ends
^{2 30 18} ^{17 36} ^{1 5 5 5 5 5} ^{14 35 00}
^{37 38} ^{19 4 05} ^{3 06 16} with a fresh breeze from the S.E.
^{1 2 02} ^{3 02 58} West. ^{2 5 48} Carward N. E. & steering S. W. & West

employed in pecking the Chains over the bows so ends
^{3 13}
^{5 44 47} ^{44 35} ^{1 9} ^{4 15 37} Thursday September 11th
^{9 51} ¹² ^{1 1 5} ^{4 16 02} This day commences &
^{5 34 56} ^{44 1} ^{1 0 5 5 5 5 5} ^{2 53}
^{2 37 30} ^{1 10 5 5 5 5 5} ^{4 13 07} ends with a fine breeze
^{2 37 26} ^{85 4 5 1 70 92} ^{4 13 07}
^{39 21} ^{131 37 9 5 8 5 46} ^{8 5 46 53} from the S.E. steering N.W. by N.
 West. ^{15 48} ^{3 11 15} ^{3 39} Carrying Royals so ends
^{44 40} ^{3 39} last quarter moon
^{21 08 2 37 38}

^{3 14}
^{5 54 08} ^{43 46} ^{60 3 53 42} September
^{1 2} ⁸⁷ ^{2 33} Friday 12th 1884
^{5 44 13} ^{43 58 1 3 8 8 5 4} ^{3 33 47} This day commences with
^{3 00 27} ^{3 00 1 3 8 8 5 4} ^{3 50 13} a fine breeze from the S.E. steering
^{2 48 46} ^{86 10 5 1 8 5 7 8} ^{86 09 48} N.N.W. so ends this days tail
 West. ^{66 34} ^{3 04 27} ^{4 00}

^{3 13}
^{6 14 57} ^{43 10} ^{15 5 3} ^{3 32 21} Saturday September 13th
^{1 2} ^{7 9} ^{3 36} This day commences & ends
^{5 51 04} ^{43 22 1 3 8 8 5 4} ^{3 39 13} with a fine breeze from
^{3 02 37} ^{4 50 1 6 0 9 3 1} ^{3 26 50} the S.E. & S.E. steering N.N.W.
^{2 48 27} ^{86 1 9 6 9 2} ^{86 33 10} so ends this days Tail & haulable
 West. ^{134 46 9 5 8 4 6} ^{86 33 10}
^{67 20} ^{3 06 58} ^{4 21}

Allen Master Bound for New Bedford

Put in a new sterner.

3 07 Pm Sunday September 14th 1844
 6 00 20 43 55 00 30 5 3 08 37
 9 35 12 00 06 2 2 56
 5 50 25 44 07 06 2 2 68 9 06 41
 2 58 59 46 47 06 2 2 66 2 56
 2 51 26 26 56 19 14 2 32 3 03 45
 42 51 197 50 0.59 1 16 00 00 00
 West. 68 55 3 08 41 56 56 18
 44 03 44 49
 24 48 2 58 59
 at 7 Am wind abate East. at noon N.E. with a fine breeze and with every thing set. so ends

Monday September 15th
 7 13 26 12 00 40 4 2 46 29
 9 36 12 45 2 56
 7 02 26 29 06 88 29 2 43 26
 4 09 24 7 48 2 53 110 2 39 39
 2 52 59 87 20 06 44 3 00 00 00
 43 11 15 121 35 0.7 2 193 87 20 21
 West. 60 48 4 14 31 steering NW by N. Latter part light
 26 59 3 5 2
 34 19 4 09 24 Airs. + Barm. got a good squall

of Rain. + Caught same water can have clean clothes again
 9. 11 Am Tuesday September 16th
 6 12 30 41 22 00 43 2 2 29 15
 9 35 12 00 00 34 2 56
 6 02 39 41 37 06 6 12 4 2 20 29
 3 07 30 8 26 1.2 2 35 2 50
 2 54 43 87 43 06 1 17 8 2 17 26
 43 41 137 49 3 13 10 87 42 34
 West. 68 51 3 20
 41 34 3 07 50 Latter part light breeze from the
 27 17 steering NW. Cleaning fore + main Chairs + Painting the lower.

Wednesday September 17th
 5 55 31 45 35 00 33 4 2 00 05
 9 39 12 00 00 24 2 56
 5 45 32 45 47 06 06 10 1 57 08
 2 49 47 8 58 2 56
 2 55 43 88 06 1.1 45 04 1 34 13
 43 56 142 51 5 57 2 52 59 05 47
 West. 71 25 2 55 33 light Airs from the S.W. +
 45 47 5 46 Barm. so ends Painting Ship
 25 38 2 49 47 out side. it is awfull hot + warm.

Remarks on Board Bk Greyhound F

New Moon to day 00

3 20
6 24 12 38 12 00 554 1 36 48 Thursday September 18th
10 00 2 56
6 14 12 38 3 19 57 232 1 39 52 This day commences with
3 14 39 9 08 28 69 301 2 22
2 55 38 136 08 18 27 102 1 30 56 Light airs from all
43 54 1/2 68 04 26 35 57 20 00 00 points of the Compass
West 32 31 3 24 46 & Carms. finished painting
29 33 3 18 39 Ship out side, at 3 Pm A. Calard. Man that

was Steward but was so nasty that we had to
put him in the Forecastle, while at work to
day he staked Mr Cairnell in the side & then
jumped over Board, but we got him & put
him in Irons & put him in the fore hole
this morning after he got through his break
fast he have this Pot Pan & Spoon over board

3 55
6 56 29 31 00 00 632 1 13 30 Friday September 19th 1854
10 1 128 62 738 2 56
6 46 22 31 12 97 4436 1 10 34 This day commences with
3 47 34 9 45 18 37 806 3 33
2 58 48 88 33 18 37 806 1 06 39 A light breeze from the
44 42 128 51 968 903 20 00 00
West 64 55 3 34 02 88 53 21 N.E. steering N.W. latter
3 5 Pm 33 43 3 47 34 part nearly Carms Painted the ^{side} bow in

6 06 48 43 34 00 762 0 50 08 Saturday September 20th
10 03 43 46 44 908 2 56
5 56 42 17 42 61 303 0 42 13 This day light breeze from
2 54 58 89 16 18 17377 1 44 12 the N.E. steering N.W. by N.
3 01 44 143 44 955 688 89 18 48
45 26 43 46 3 01 47
West 28 06 6 49 Caught a Porpoise Painted the
2 54 58 water ways so ends in the 18 tracks
I think

Allen Master Round for New Bedford

3 15 Pm
 6 22 34 40 43 01 00 00 00 26 47
 70 4 12 50 3 54 00 23 57 Sunday September 21st
 6 12 30 40 55 9 70 5 25 3 15
 2 4 55 12 13 19 2 19 00 20 36 This day commences with
 3 07 35 89 39 9 60 9 50 89 39 24 A fine breeze accompany
 46 55 142 49 9 12 05
 West, 71 24 9 7 10
 40 55 3 04 55 ed with squalls of wind & rain.
 30 29 Steering NW by N. wind from about E N E. very warm.

3 15 Pm
 6 15 00 43 06 01 3 86 00 03 24 Monday September 22nd 1884
 70 03 12 00 00 00 00 2 56
 6 07 55 43 14 9 44 3 83 00 02 36 This day commences with
 2 52 09 14 24 9 7 06 33 00 02 28
 3 15 46 90 02 9 16 4 04 90 02 28 A fresh breeze from the
 48 56 147 44 5 58 2 02 90 02 28
 West, 73 52 2 5 39
 43 18 2 5 30 N E steering NW by N $\frac{1}{2}$ North.
 30 34 2 52 09
 imployed in washing ship, saw one ship steering W S W.

3 34
 7 22 36 29 00 01 8 53 0 20 00 Tuesday September 23rd 1884
 10 06 12 00 00 01 3 15
 7 12 30 29 12 9 56 9 80 0 23 13 This day commences & ends
 3 48 09 16 45 9 7 5 83 3 55
 3 23 31 90 27 9 36 7 57 2 7 10 with a fresh breeze from
 50 53 136 24 9 6 9 37 5 00 00
 West 68 12 3 56 50 90 27 10 the N E. & N E by N steering
 29 12 7 51
 34 00 3 48 59 NW by N $\frac{1}{2}$ North so ends
 3 38 Pm

7 08 44 39 20 02 4 33 00 43 26 Wednesday September 23rd
 10 4 12 00 00 05 3 15
 6 58 36 39 32 9 7 9 03 00 46 40
 3 27 22 19 00 9 31 2 47 90 3 34 This day commences with a
 3 31 14 90 50 9 65 6 23 90 3 15
 52 48 71 41 3 35 34 fresh breeze from the N E steers
 West 38 09 3 27 22 ng NW by N $\frac{1}{2}$ North same
 Squally, imployed in washing off ship in
 side, so ends.

Remarks on Board Bk Greyhound T

^{3 16}
 7 01 24 35 54 08 10 1 06 49 Thursday September 25th
 6 31 15 36 06 37 8 19 2 11 94
 5 11 55 21 25 11 25 36 2 11 37 This day commences with
 3 39 22 21 12 8 62 68 1 A. strong breeze & squally weather
 54. 50 3 24 22 3 20 3 20
 West 36 26 3 11 23 Steering NW by N $\frac{1}{2}$ North,
 fore Royal furled part of the time so ends this day
 with Epagoe of the Moon, to morrow is the first quarter

^{6 3 15}
 6 40 24 37 12 08 7 55 1 30 13 Friday September 26th 1884
 6 39 41 34 33 8 3 43 40 3 34
 2 31 53 23 29 8 7 7 2 1 33 47 This day commenced, & ends
 3 47 46 21 37 16 1 69 2 4 50 2 56
 56. 56 134 31 9 58 46 2 91 36 43 with A. fine breeze from the E N E.
 West 37 23 3 00 8 42 Steering NW by N, carrying Royal,
 3.01 P.m. 37 30 2 51 35

^{6 40 41}
 6 48 41 39 32 0 4 48 3 1 50 34 Saturday September 27th 1884
 6 58 36 40 02 9 2 80 2 5 60 57 11 1
 2 43 30 25 27 8 7 86 0 5 60 57 11 1 This day commences with A
 3 35 06 92 00 19 1 3 1 51 92 00 27 fine breeze from the E N E, steering
 58. 46 157 29 8 5 65 72 NW by N. at 11 am had a squall
 West 78 44 2 53 49 with Thunder & Lightning which shifted the wind
 40 02 to S E. so ends this day washing Ship, carrying all sail
 98 42 2 43 30

^{3 15 P.m.}
 7 40 13 37 38 0 49 3 5 2 12 00 Sunday September 28th
 6 48 37 37 13 1 3 00 90 2 20 54
 2 30 20 26 44 1 8 14 46 1 2 30 This day commences & ends
 3 59 37 92 24 18 16 50 9 92 23 50 with light breezes from the E N E
 39. 54 135 37 9 58 25 4 to S by W $\frac{1}{2}$ E, cloudy & some squally with heavy Thunder
 West 78 28 2 58 52 & Lightning, it seems to me I never saw such tempest
 37 45 2 50 20 before some Rain but not much wind the most of it seems to
 40 43 2 50 20 be astern, now. so ends

Allen Master Bound for New Bedford

^{4 4}
⁸ 3 35 24 31 0 5 4 2 3 2 40 21 Monday September 29th 1894
¹⁰ 14 12 0 0 0 5 2 3 3 3
² 55 21 24 43 8 4 1 2 3 2 44 12
³ 50 21 28 03 8 3 1 5 3 2 3 53 This day commences with a
⁴ 05 20 92 48 1 3 9 7 5 0 92 48 47 light breeze from the Eastward,
⁶ 11 18 145 34 2 6 9 8 7 9 4 48 47
 West. 12 45 3 59 53
 24 43 9 59
 3 50 01
 Clear fine weather, employed in Painting Ship same in
 the bare places. Caught a Porpoise so ends -

^{3 11 Am}
⁷ 12 41 34 46 0 5 8 8 8 3 03 41 Tuesday September 30th 1894
¹⁰ 16 12 0 0 0 6 6 3 3 3
² 07 25 34 58 2 9 4 0 3 3 07 34 This day commences with
³ 33 32 29 10 8 3 9 2 7 90 2 33
⁴ 11 33 29 10 18 1 9 2 8 4 93 10 29 A light breeze from the N.E.
⁶ 2 53 157 18 9 5 9 6 4 2
 West. 22 30 3 06 03 +, N.N.E. steering N.W. + North.
 34 32 10 11
 43 41 2 33 52 saw a Bark steering to the Northward.
 Nice Clear fine weather so ends this 24 hours

^{4 20 Am}
⁸ 32 38 20 36 0 6 9 0 8 3 26 58 Wednesday Oct 1st 1894
¹⁰ 17 12 0 0 0 5 3 3 1 12
⁸ 22 21 20 48 5 8 9 2 2 20 4 13 This day commences with
⁴ 01 09 31 28 15 4 3 5 1 5 93 35 23
⁴ 21 12 13 35 8 5 1 5 5 7 A fresh breeze from the N.E.
⁶ 5 18 145 51 4 11 40
 West. 22 53 10 31 Steering N.W. by N. + N. Letter part
 20 48 4 01 09
 52 07 wind hauls to N.E. Ship by the wind heading
 N.W. fine breeze to fine weather so ends this day

^{3 54}
⁸ 14 32 24 46 0 7 1 5 8 3 34 14 This day commences with a
¹⁰ 38 24 12 0 0 1 0 4 3 34 24
⁸ 04 08 24 38 3 8 9 3 5 3 34 24
³ 37 50 32 00 8 8 7 4 1 30 3 31 light breeze from the N.N.E. to N.
⁴ 26 19 93 55 1 8 3 9 6 1 93 58 18
⁶ 6 35 150 56 9 6 1 9 8 0 Ship by the wind heading from W.N.W. to N.W.
 West. 26 23 3 48 38
 24 38 10 48 Letter part fine breeze from the N.N.E. heading
 50 30 3 37 50
 N.W. so ends this days tail, + hauls to

Remarks on Board Bk Greyhound T. C. Allen

8 49 52 19 42 0 28 42 4 36 36
 10 20 2 0 0 1 4 5 4 29
 93 35 18 2 4 0 4 1 3 4 5 4 41 05
 54 31 33 20 16 1 3 2 1 4 3 51
 4 39 04 94 4 5 18 4 12 18 94 44 56
 69 46 148 59 4 05 52
 West 74 59 11 26
 19 54 3 54 31
 Master Schooner steering to the S.E. Middleport light breeze
 saw a ship good ways off. Letter port Barn until 3 P.M.
 got a light breeze from the westward ship by wind N.N.W.
 Moon full today. Wet hole so end, scraped down the Mast.
 3 1/2 P.M.

3.47 Pm
 7 44 47 29 46 08 08 4 58 49
 10 22 12 00 17 3 4 26
 7 34 25 29 50 11 56 28 5 04 09
 2 31 10 37 15 21 17 23 10 2 61
 4 43 15 95 07 11 78 83 95 07 00
 70 49 162 20 95 29 49
 29 38 3 02 54
 51 12 2 51 10
 Sunday Octo 5th 1884
 This day commences with a
 fine breeze from the W. steering N.N.W.
 West. By the wind, middle part increased,
 took in the light sails & put one reef in the topsails.
 at 1 Pm. wind hauled to N.W. + N.N.W. Wore Ship 3½ Pm
 heading West on Port tack, saw one Steamer steering E.N.E.
 saw two Ships, so ends.

Master. Bound for New Bedford U.S.A.

3.18 Am
 7 43 00 22 38 10 3 45 5 22 45 Monday October 6th 1884
 10 23 12 00 200 4 26
 7 37 37 28 51 8 12 6 28 5 27 11 This day commences with
 2 53 25 38 00 9 2 9 40 90 2 31
 4 44 12 95 30 1 9 0 1 5 95 30 02

7 1 03 162 21 9 5 9 5 07 A strong breeze from the NNE.
 West. 26 31 3 05 26 Ship by the wind heading N W.
 32 19 2 53 25 Middle part the same. Latter part Carr, saw 1 sail
 employed in making out the Cohen so ends.

4.13 Am
 8 41 35 19 14 11 00 1 5 43 44 Tuesday October 7th 1884
 10 25 12 00 231 4 26
 2 31 10 19 26 9 3 45 45 5 50 10 This day commences with
 3 43 50 39 05 9 9 23 31 90 3 48
 4 47 20 95 54 1 9 3 5 10 95 53 58 Carr at 5 Pm got a breeze

7 11 50 134 25 9 6 9 2 55 from the Westward, steering NN
 West. 27 12 3 56 08 W. Middle part strong breezes
 19 26 12 18 from the WNW, took in the Fore top gellentail
 57 46 3 43 50 Latter part wind hauls to N, at 5 am, more ship
 heading WNW, at 2 am put one reef in Topsails,
 at 10 am moderates a little, shook reef, cut main
 topsail, & set Main, S. Sail, at noon set Gilly jib so ends.

3.41
 8 24 20 21 40 11 20 5 6 08 88 Wednesday October 8th 1884
 10 26 12 00 260 4 28
 8 13 54 21 52 9 2 8 9 60 6 13 01 This day commences with light
 3 27 01 39 23 9 9 23 10 90 3 26
 4 46 53 96 16 18 3 27 35 96 16 27 Airs from the Northward ship head

7 11 43 157 33 9 6 6 3 68 ing by the wind WNW, at 8 Pm tacked ship
 West. 28 46 3 38 36 heading ENE. at 9 am Carr at 11 am
 21 52 3 12 38 light breeze from SW, steering N, at 3 Pm fine breeze from
 56 34 3 27 01 W & W. so ends this day saw lots of shore, or home, Birds.

Remarks on Board Bk Greyhound T.C. At.

4..13-

8	33	48	15	00	12	389	6	31	23
	10	25		12	00	295		4	23
8	47	22	15	12	9	36608	6	35	50
3	59	12	41	16	9	94385	90	4	4
4	48	10	86	40	18	43637	96	39	54
			153	08	9	71818			
72	2	1/2	76	34	4	12	03		
West.			15	12		12	51		
			61	22	3	59	12		

Thursday October 9th 1884

This day commences with

A fresh breeze from the S.W.

Steering N by E, middle part

mind hauls to West & N.W. Ship

by the mind on Post took at 6 Am hauls to NNE in a heavy squall took in the light sails + Double reefed the topsails, at 2.30 Am rose Black Island light bearing N.W. distance 12 miles, at 6 Am Gay Head light bearing NNE 20 miles, at 8 Am laying to on Starboard tack at 11 Am moderates made sail according by, at 4 Pm Black Island bearing S.W. distance 3 miles, so ends with nice fine weather, mind about NNE.

Friday Octo 10th 1884 This day commences with a light

Breeze from the Northward Ship by the mind heading ENE

Middle + better part much the same at 12 Mnd tacked

Ship heading N.W. at 2 tacked again to the Eastward

at 5 Am tacked to the Westward close to the Vineyard

& Sound Light Ship, at 7 Am mind hauls to

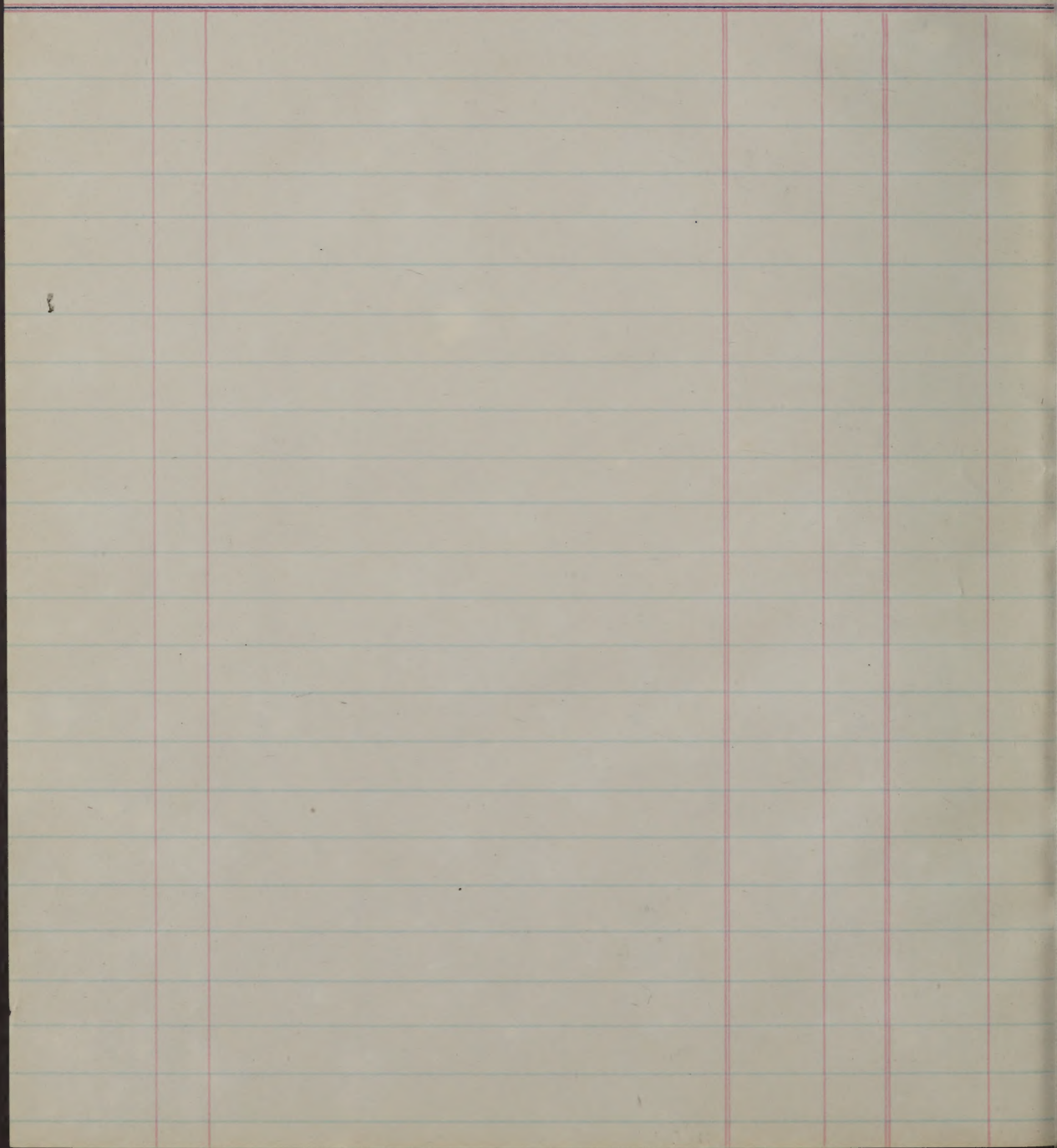
N.W. working into the Bay, at 7.30 got a Pilot, at 8

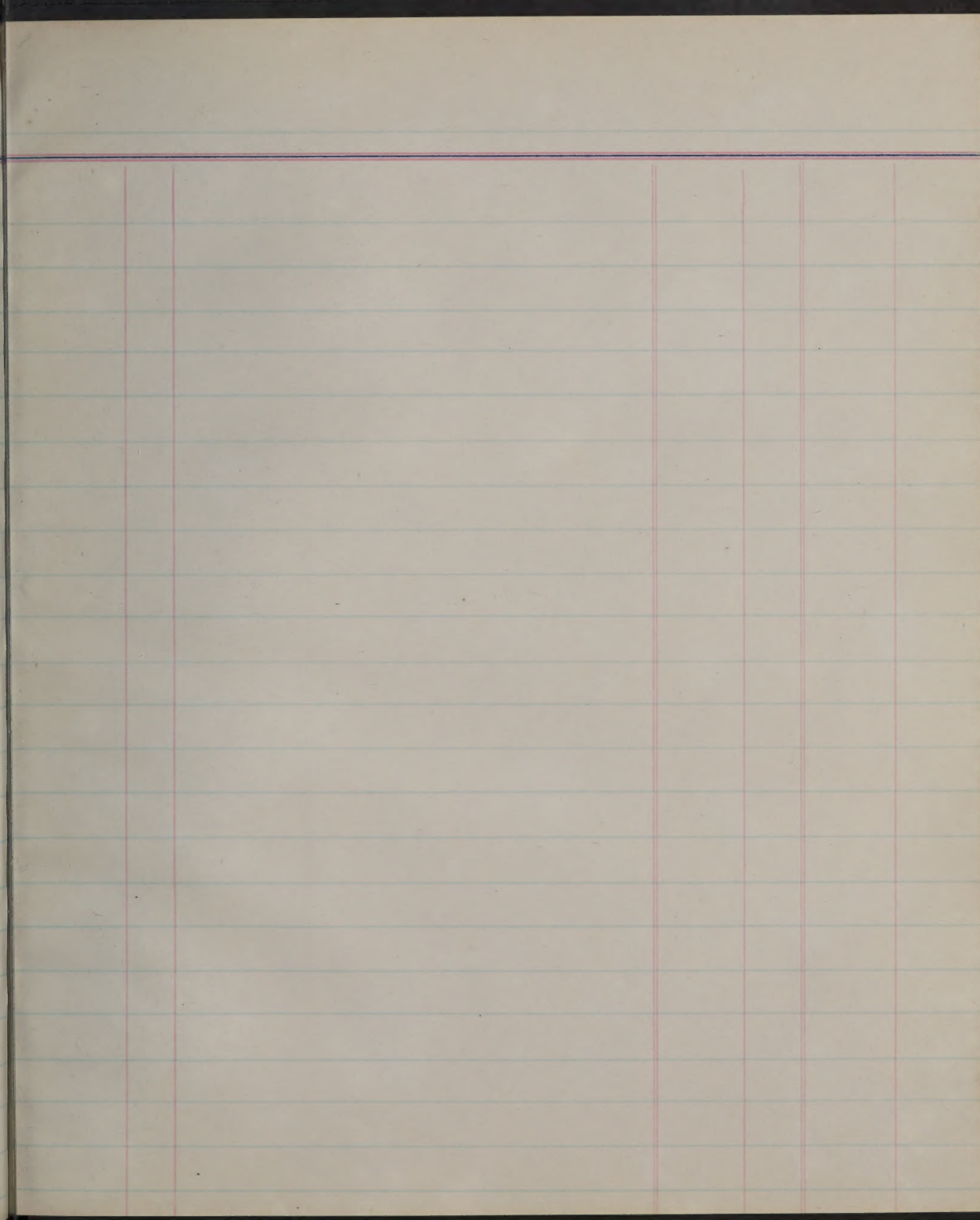
am got a Tug Boat Nellie, and towed up the River

got to the Wharf at 11 Am, so ends this voyage of

8 Months +, 8 days,

on Master Bond for New Bedford U.S.A.





Abstracts of F. Lawrence Briggs

Bark Waive
April 25th to June 18th

Lat	Long	West
13-02 N	42-50	West
13-10 "	42-52	"
14-05 "	42-27	"
14-25 "	42-40	"
14-40 "	43-00	"
14-10 "	42-50	"
14-40 "	43-00	"
15-10 "	42-50	"
17-50 "	43-45	"
18-30 "	44-00	"
20-00 "	45-20	"
21-17 "	45-07	"
21-18 "	45-40	"
21-33 "	45-20	"

Bk Kathleen Capt
Jenkins lost Lat 13-57 N.
Long 43-00 West Stove in
by a whale

